# CYCLE NEWS®

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## World Champion!

### Rainey clinches 500cc title in Czechoslovakia

### Parker takes over at Springfield Mile

### Stanton bags Broome-Tioga Nat'l MX

### Brit bikes are back! 1991 Triumphs unveiled

TIME DATED MATERIAL MAILED SEPTEMBER 5, 1990

# IN THE WIND By Papa Wealey

Sweden's **Per Jonsson** scored an upset victory in the 1990 World Speedway Championship at Bradford, England, on September 1. American **Shawn Moran** was tied for the lead with Jonsson at the completion of the 20-event program, but lost to the Swede in a four-lap runoff. Australian Todd Wiltshire finished third. The other two Americans in the final, Rick Miller and Ronnie Correy, finished eighth and 14th, respectively.

Spaniard **Jordi Tarres** (Bet) won his third World Observed Trials Championship by winning the August 26 Polish round in Myslice. Tarres won his first title in 1987 and was the defending champ.

WERA Formula USA Series points leader **Mike Smith** (Suz) finally won an F-USA race, tasting victory in round eight of the series at Memphis Motorsports Park in Millington, Tennessee, on September 2. Donald Jacks (Suz) finished second, 3.3 seconds behind Smith, with Smith's Team Suzuki teammate, defending F-USA champ Kurt Hall (Suz), third. Smith now leads Rich Oliver of Team Marlboro Roberts Yamaha, who finished fourth here, in the point standings, 127 to 107.

**Team Suzuki Endurance's Mike Smith, Kurt Hall** and **Britt Turkington** (Suz) scored a record-setting 10th win of the year in round 11 of the WERA Kerker/SBS Endurance Series, held at Memphis Motorsports Park on September 1. Hall 'N Still Racing (Suz) finished second overall and first in the Heavyweight Production class, with Royale Racing (Suz) third.

According to a WERA press release issued on September 2, "Team Marlboro Roberts has indicated that they will bring **500cc GP bikes** for Oliver to ride at the remaining Formula USA rounds." Those rounds are scheduled to be held at Indiana's Indianapolis Raceway Park on October 6-7, and in conjunction with the WERA Grand National Finals at Braselton, Georgia's Road Atlanta on October 31-November 4.

Disregard the item that ran in this section last week regarding the participation of **Bubba Shobert** in the September 14-15 **Steamboat Vintage Road Race and MX** in Steamboat Springs, Colorado. According to race director Robert Stickler of the Timberline Trailriders, "Bubba has reconsidered and *will not be attending* the Steamboat Vintage Races. Evidently, Bubba does not feel he's ready quite yet, but hopes to attend next year's races. Sorry for any confusion this may have caused." **Rob Iannucci**, whose Team Obsolete bikes were reported to be what Bubba would ride at Steamboat Springs, said, "There was never a commitment from Bubba to ride our bikes at Steamboat. I'm upset that such an announcement was made. Of course, we'd welcome the chance to provide bikes for Bubba if, in the future, he expresses an interest in competing in vintage races." **Camron Bussard**, executive editor of Cycle World magazine, also expressed dismay over the misinformation contained in the original release from Stickler: "The whole thing was a project for a magazine article, but Bubba never really agreed to ride at Steamboat and both of us are upset that the information was printed like it was."

The AMA's Board of Trustees has approved a plan to move a staff member of the **AMA Government Relations Department** to **Washington, D.C.**, to help deal with the deluge of federal legislation affecting motorcyclists. The national office, based in Westerville, Ohio, will continue to direct the AMA's government relations efforts, but the Washington office will allow the Association to respond more quickly to federal issues. The AMA has named **Jim Bensberg**, the department's senior legislative affairs specialist, to staff the new Washington office which will open this fall. Bensberg, who joined the AMA staff in 1987, has focused his energies on motorcycle safety and transportation related issues. "I'm excited about the opportunities this new venture presents for the AMA and for me," said Bensberg. "Our members have made it clear that the Government Relations Department is one of the main reasons for belonging to the AMA. The establishment of an office in Washington is just one more example of the AMA's dedication to protecting the rights of motorcyclists."

Enrollment is now open for the **motorcycle mechanics program** at **West Valley Occupational Center** in Woodland Hills, California. The classes, which consist of up to 30 hours per week of in-depth theory and hands-on experience, begin on September 10 and cost $30 per semester. For more information, call 818/346-3540.

Two **AMA Championship Cup Series road races** have been canceled "due to their close proximity to the year-end AMA/CCS Race of Champions" which takes place on October 25-28 at Daytona International Speedway. The October 13-14 events at Alabama Motor Speedway and Las Vegas Raceway have both been dropped from the schedule. "Hopefully, this will allow competitors a little more preparation time for the Race of Champions," said a spokesman for the AMA/CCS.

Although once the season got well underway there was little doubt in anyone's mind that he'd pull it off, it's now official — **Mike Hale** of Carrollton, Texas, is the 1990 Camel Pro Series **Rookie of the Year**. With only five rounds remaining in the series, Hale clinched the title at the August 25 Hagerstown Half Mile, where he finished 14th, earning one point for a total of 126 points. Dave Camlin, Robert Lewis, Jr. and Ted Taylor are tied for second with 21 points each, and all three have been mathematically eliminated from the title. For winning the title, Bob Hale/Sam Line/Bieffe/Tsubaki/Red Line-sponsored Hale will receive $5000 from Camel. Several riders besides the three who are currently tied for third have a shot at both the $1500 second place prize and the $1000 third place prize.

The **San Diego Antique M.C.** will stage its **19th Annual Concours D'Elegance** for classic and antique motorcycles on the infield of Del Mar Race Track in Del Mar, California, September 29. The theme of this year's show is **A Salute to Harley-Davidson**. A four-color brochure with complete details and an entry form is available. For more information, call Theresa Worsch at 619/753-0105 or 755-3424.

With only one round remaining in the 250cc World Championship (see Wind box), things are heating up between American **John Kocinski** and Spaniard **Carlos Cardus.** With Cardus leading the championship by five points, Kocinski needs to win in Australia on September 16 with Cardus finishing no better than third in order to win the title. Although that would tie the two riders, Kocinski would take the title based on race wins, 7-4.

The closeness of the **title chase** has prompted the riders and their respective factories (Kocinski/Yamaha, Cardus/Honda) into action. Word from Hungary says that Kocinski asked newly-crowned 500cc World Champion **Wayne Rainey** to ride a 250 in Australia in order to help him win the championship. Rainey declined, but now former 250cc championship runner-up **Juan Garriga** has since stepped into the picture. With a dislike for his fellow countryman Cardus and his sponsor Repsol, Garriga may ride a Yamaha YZR250 in Australia in order to help Kocinski. There are now two YZR250s available due to the arm injury sustained in Hungary by Spaniard Alberto Puig. Word of Garriga's possible involvement has prompted

# Doohan, Kocinski score in Hungary

Australian Michael Doohan (right) won his first-ever 500cc Grand Prix in the 14th round of the World Championship Road Race Series in Hungary on August 30. Doohan, who started from the pole position, rode his Rothmans Honda to a 25.442-second win over the Marlboro Yamaha of Eddie Lawson. Third place went to Lucky Strike Suzuki's Kevin Schwantz with Rothmans Honda's Wayne Gardner and Ducados Yamaha's Juan Garriga rounding out the top five finishers. Newly-crowned World Champion Wayne Rainey dropped out of the race with mechanical problems while running second behind Doohan with two laps to go.

With one round remaining, Rainey leads Schwantz, 240-188, in the championship with Doohan third at 162 points.

Marlboro Yamaha Roberts' John Kocinski kept his championship hopes alive by winning the Hungarian round of the series. Kocinski topped HB Honda's Helmut Bradl by 3.986 seconds to take the win while championship leader Carlos Cardus finished third. Cardus leads Kocinski by five points, 208-203, with one race remaining in Australia on September 16. If Kocinski wins and Cardus finishes third the two would tie on points — Kocinski, however, would win the tie-breaker because he has more race wins than Cardus.

Frenchman Alain Michel won his first-ever Sidecar World Championship in Hungary with his fifth-place finish. The race was won by Paul and Charly Guedel with Rolf Biland and Kurt Waltisperg finishing second. The 125cc GP was won by Italian Loris Capirossi over Hans Luethi and Bruno Casanova. Stefan Prein, sixth in Hungary, leads the title chase over Capirossi, 169-162, with one round remaining. Hans Spaan is third with 160 points.

# Twenty new records set at Bonneville

Speed Week on the Bonneville Salt Flats near Wendover, Utah, August 21-25, saw 20 new motorcycle land speed records set. Leading the way with 11 new records was Scott Guthrie of Tallahassee, Florida. Guthrie now holds 35 Bonneville records, most if not all set on what started life as a 1974 Yamaha TZ700. Guthrie joined the 200 MPH Club by turning in a 201.168 mph average of two record runs in the APS-AG-750 (APS indicates Unlimited Partial Streamlining and AG a modified engine running on gasoline) class.

Doug Meyer of Dublin (California) Kawasaki established an impressive Production-1300 class record on his Kawasaki ZX11, first establishing the record on the opening day of the meet at 177.865 mph, and then upping it the following day to 180.163. Meyer returned to the Salt Flats on day three and posted a MPS-AG-1300 record with the bike at 180.270 mph. The final two days saw Meyer up the MPS-AG-1300 record to 190.940 and then establish an MPS-AF-1300 class record at 191.797.

The meet was the 42nd to be presented by the Southern California Timing Association (SCTA) on the Salt Flats.

| | | | |
|---|---|---|---|
| August 21 | Belen Wagner | A-AF-100 | 92.612 mph |
| | Scott Guthrie | APS-AF-250 | 154.637 |
| | Scott Guthrie | APS-ABG-750 | 193.351 |
| | Doug Meyer - Dublin Kawasaki | P-1300 | 177.865 |
| August 22 | Scott Guthrie | APS-AG-250 | 155.729 |
| | Scott Guthrie | A-AF-750 | 167.824 |
| | Scott Guthrie | MPS-AF-750 | 197.965 |
| | Doug Meyer - Dublin Kawasaki | P-1300 | 180.163 |
| August 23 | Scott Guthrie | MPS-AF-250 | 154.137 |
| | Scott Guthrie | MPS-AG-750 | 195.520 |
| | Becker - Lyon Streamliner | S-AB-1000 | 195.536 |
| | Doug Meyer - Dublin Kawasaki | MPS-AG-1300 | 180.270 |
| | Kal Gard - Barnett Special | SC-AG-1300 | 161.301 |
| | Bakker - Ryan Special | SC-ABG-1300 | 155.418 |
| August 24 | Scott Guthrie | MPS-AG-250 | 156.511 |
| | Chase - Mabry | M-VG-650 | 121.852 |
| | Scott Guthrie | M-AF-750 | 167.076 |
| | Scott Guthrie | APS-AG-750 | 201.168 |
| | Doug Meyer - Dublin Kawasaki | MPS-AG-1300 | 190.940 |
| August 25 | Scott Guthrie | A-AG-750 | 171.550 |
| | Scott Guthrie | A-ABG-750 | 176.207 |
| | Doug Meyer - Dublin Kawasaki | MPS-AF-1300 | 191.797 |

1989 250cc World Champion **Sito Pons** into releasing a press release that says if anyone goes to Australia to help Kocinski, he'll ride a Honda NSR250 to aid his friend Cardus. Stay tuned.

Rick Doughty of Vintage Iron in Fresno, California, says, "Due to the overwhelming succss of the **Vintage Iron Invitational** at this year's U.S. (500cc MX) GP, Vintage Iron will be expanding its services to include promotion of similar events." Doughty says promoters from five countries have expressed interest in hosting a vintage MX featuring former MX stars and he would specifically like to see a European vs. American match-up at the Masters race in Namur, Belgium, later this year. For more information, call 209/252-9053, extension 06.

The Oregon Motorcycle Road Racing Association (OMRRA) will host the final round of the **Northwest Vintage Triple Crown** at Portland International Raceway on Saturday, September 22. Seven classes of vintage competition will be held on Saturday afternoon, with vintage handicap races also included in OMRRA's regular Sunday sprint race program. Competitors should note that there is a 103 db noise limit at PIR. For more information, call 503/221-1487.

**AJS and Matchless enthusiasts** are invited to gather at the Tin Horn Flats Bar & Grill in Burbank, California, on Sunday, September 16, from noon to 4 p.m. In addition to tire kicking and bench racing, a meeting will be held to discuss the possibility of forming a local AJS/Matchless club. The meeting place is located at 2623 West Magnolia Boulevard in Burbank. For more information, call Gordon Smith at 818/842-9721 (days, Monday through Friday).

The **Track Riders Association** has added two dates to its 1990 schedule of open practice days: Monday, October 8, at Las Vegas Raceway in Las Vegas, Nevada; and Friday, November 23, at Laguna Seca Raceway in Monterey, California. A 92 db noise limit will be enforced at Laguna Seca. To register, call Renard Fiscus at 818/365-8038.

**Claudio Castiglione,** one of the owners of Cagiva, held a press conference at the August 26 Czechoslovakian road race GP in Brno to discuss the company's racing future. The immediate future was the debut of the carbon-fiber frame that **Randy Mamola** rode to an 11th-place finish in the 500cc GP. He also said the company would be out of racing for 1991, but didn't rule out a return at a later date. All three riders competed in the Hungarian GP, but it is still up in the air as to whether or not they'll race in the season-ending Australian GP.

Rumors in the Brno pits had a few teams leaving the GP racing scene next year. ROC Honda's **Serge Rosset** has said that he won't be back, which comes as no surprise. According to a Honda insider, HRC fronted Rosset the $800,000 cost of the lease bikes and they haven't seen a significant return. Because of a ban on all tobacco advertising in France in 1993, the **Gauloises Blondes** team said there is a good chance they wouldn't be back. One way around the problem would be to base the team in Belgium, but they would still be denied any advertising benefits in their home country.

Where goest **Eddie Lawson**? That was the imponderable after the dethroned World Champion left the track at Brno. He had a reservation at a Vienna Airport hotel, but cancelled it in the afternoon, according to a receptionist there. More importantly, he'd told one journalist that he wouldn't be riding in Hungary, though no one believed him. Lawson did show up in Hungary, racing to a second place in the 500cc GP.

Not showing up in Hungary also would have damaged **Lawson's** chances of getting a ride with another team. With Cagiva pulling out, that avenue is gone. No Yamaha team could take him and Suzuki didn't seem interested. He'd like to get back to Honda, but they're still angry about an article he did in the Japanese press at the end of last season where he said several unflattering things about them. Word also got back to Suzuki that he was planning to **run his own team on private Suzukis** next year, but this was news to them.

Believe it or not: **Eddie Lawson** has been seen courting team owner **Giacomo Agostini**, the man Lawson shunned to go to Honda at the end of the 1988 season. There are now rumors of an Agostini-owned team with Lawson riding 500s and Brazilian Alex Barros, who is about to lose his Cagiva ride, riding 250s.

The 500cc twin movement for the 500cc GP class appears to be picking up steam, though it's almost universally condemned by the riders. "If one cylinder seizes it's going to throw you a lot farther," **Wayne Rainey** said. "This is the wrong time to change the rules," said **Eddie Lawson**. "If they think that a twin is going to cut the cost in half, they're behind in their thinking. It's going to cost as much to develop a twin as a four-cylinder," said **Kevin Schwantz.** Schwantz's teammate **Niall Mackenzie** said he thinks that if you reduce the power of the 500s too much there will be tracks where the 250s would be real close in lap times: "It's going to be difficult to differentiate between the two classes," he said.

**Junior class dirt trackers** interested in riding at the last three rounds of the Camel Pro Series — **San Jose, Ascot and Sacramento** — should contact Bill Spencer at 408/436-8228 for information on the invitation-only Junior races.

An auction to raise money for **Steve Eklund** will take place after the September 16 San Jose Mile. Interested parties should bring items to San Jose and give them to Scott Pearson or Jerry Kennedy, who will conduct the auction. Eklund, who was injured in the June 17 Albuquerque Mile, remains in a comatose state.

Yamaha MX team members **Damon Bradshaw** and **Doug Dubach** will miss the AMA 125cc National MX Series rounds at Delmont, Pennsylvania, and Budds Creek, Maryland. Bradshaw has been competing in the series to prepare for the Trophee des Nations which takes place in Vimmerby, Sweden, on September 16. Dubach has been helping sort out the Yamaha YZ125. Bradshaw and Dubach will compete in the final 125cc National at Unadilla on October 14.

Retired motocross racer **Bob Hannah** was tracked down while on vacation and flown to the September 2 Binghamton MX National to help Suzuki's **Guy Cooper** cope with the pressure of the National Championship 125cc MX points chase. With three rounds remaining, Cooper has a 19 point lead over Honda's **Mike Kiedrowski**, who won both motos at Binghamton to narrow the gap on Cooper, who posted 6-9 moto finishes. As for what Hannah can do for him, Cooper said, "He's been there (in a title fight). If there is one person you can listen to, it's Hannah. I have a lot of respect for him, but you can't tell someone how to win. He just gives advice."

**PROMOTED:** Larry Naston from national telemarketer to southern California sales account manager at

*Continued on page 4*

# Honda posts record MX contingencies

American Honda's 1991 CR Contingency Program will be the biggest ever with over $3.5 million available to professional and amateur motocrossers who ride Honda CR80s, 125s, 250s or 500s in a wide variety of classes.

Finishing in first, second or third place at selected events will earn pro riders $500, $300 and $150 in cash, respectively, while amateurs will earn gift certificates in comparable amounts good for purchase of Honda parts and accessories.

The dollar amounts increase at larger local events such as the CMC Golden State Nationals or AMA Florida Winter Am Series, where a win in a pro class will earn the rider $3000, with second paying $1500 and third $500.

Additionally, a win in an AMA Supercross or National MX will earn the rider $5000, with second through fifth earning $4000, $3000, $2000 and $1000, respectively.

# U.S. Trophy team out of Six Days contention

As this issue went to press on Tuesday, September 4, a cold and muddy day two of the 1990 ISDE in Vasteras, Sweden had been completed and the U.S. Trophy team was already out of contention. Trophy team member Randy Hawkins (Suz) houred out with a broken piston, while club riders Darren Sanford (Suz) and Wayne Keezer (KTM) were also out due to a top-end seizure and a crash, respectively. Trophy team rider Jeff Fredette did not even start the event, having injured his hand two days before the start; he was replaced by Junior World rider Kelby Pepper, who had his original berth filled by Scott Drafs.

Currently, home team Sweden leads the Trophy standings with 90.91 points, while Czechoslovakia (1022.18) holds second and France (1301.74) lies third. Italy (621.86) leads the Junior World standings with Sweden (994.29) second and Finland (1443.49) third. The Italian Trophy team won last year's event, but is also out of contention due to a broken transmission on one team member's bike.


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**ON THE FRONT PAGE:**

Wayne Rainey won the 500cc World Championship in Czechoslovakia. Photo by Henny Ray Abrams. Triumph to return in 1991. Photo by Phil Masters.


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# VOICES Letters to the editor

### Always is a long, long time

Before you beat to death the issue of Freddie Spencer, let me touch base with a few comments: Freddie Spencer is and always will be a World Champion! No one can ever take that away from him, regardless of what Freddie does from now until the day he dies! Be it racing motorcycles or selling insurance, he is and always will be a World Champion!

**Steve L. Erickson**
**Faribault, MN**

### Harsh and cruel words

In response to the letter writer from El Paso, Texas: Who cares? What harsh and cruel words for a great World Champion, Freddie Spencer.

My hat is off to all road racers who don their leathers, line up on the grid, and do battle on the asphalt circuits, regardless of what position they finish the race. All these people are great in my opinion; there are some just greater than others. There is far more in this great sport than meets the eye. It requires a lot of skill, desire and just plain guts. It takes far more than just money to motivate these people. In the game of road racing, it takes love of the sport.

As for Spencer being a "has been," we all will sooner or later be in a position of being has-beens as we peak and fall in our average lives, but we should not give up to it. I hope Freddie can make it back to the top again. But if he should not, so be it. But Freddie is a special person and a great champion who will never be forgotten.

**William Drake**
**Aberdeen, MS**

### On the corner

I'd like to put my two cents in about race workers. It seems that editorial policy edits out most of the good comments and leaves in all the bad. Things like that make it all the more difficult to get workers. Many workers are true "race junkies" and are as happy as anyone to get some ink.

(By the way) we have materials that can/do clean up oil/gas on *wet* or dry tracks. All of this material is reasonably priced and non-toxic as well as easy to use. For more information, contact U.S. Marshalls, 7 Tremont St., Woburn, MA 01801, 617/933-4087.

**Sandy MacPherson**
**Woburn, MA**

*Cornerworkers have received lots of good ink in this publication, Sandy. We've published feature articles on the men and ladies behind the scenes in the corners and last fall in our coverage of the Daytona Race of Champions, cornerworkers were singled out for their very efficient performance. Just like officials/workers at all sporting events, when cornerworkers do their jobs right they are rarely noticed, but let them make a mistake and they are very noticeable . . . Editor.*

### Class act

My girlfriend and I recently attended the U.S. 500cc MX Grand Prix at Glen Helen, and I'm sure I speak for the majority when I say it was truly a class act.

Roger DeCoster proved that, in addition to being a former World Champion, he also has what it takes in the race promoting department. It is so refreshing to know that Mr. DeCoster is trying to bring to the U.S. a 500cc GP that the riders, fans and everyone involved can be proud of, without having one eye solidly glued on the profit margin. In his first time out, I'd say he did one hell of a job.

Along with the best Grand Prix racing I've seen in years, the vintage racing was a much needed blast-from-the-past. Watching Ol' John "The Flying Hawaiian" DeSoto, "Tommyhawk" Croft, and "Bad" Brad Lackey, to name a few, blast the berms on vintage bikes was unreal. It is also worth noting that Goat Breker, as well as claiming the vintage victory, prepped the GP track all weekend and found time to promote a local race at his Perris facility Saturday night.

Promoters like these deserve a pat on the back and a big thumbs up for putting on first class events. Thanks go out to Roger, Goat and all the folks behind the scenes. See ya next year!

**J.D. Falcon**
**Bellflower, CA**

### Appreciated support

On behalf of Rusty Rogers and FIG Racing, we would like to express our appreciation to Mike and Liz Sponseller for their sponsorship of our 600cc racing program. In addition, we would also like to thank Gary Lee for his mechanical help on the Honda 600 at the recent asphalt races.

It is the support and efforts of individuals like these that make a racing program come together. Again, thanks, Mike, Liz and Gary for your support in 1990.

**Sarah Irby**
**Johnny Goad**
**FIG Racing**
**Blackstone, VA**

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# IN THE WIND By Papa Wealey

*Continued from page 3*

AXO Sport America. Naston is also the announcer for the Camel Supercross Series.

**BORN:** McKenzy Ann Summers, daughter of Yamaha Accessories' Duane Summers and wife Yvette, in Garden Grove, California, on August 29. Ironically, Summers' sister also gave birth to a baby girl in Atlanta, Georgia, the same day.

**CORRECTION:** The September 23 California Trail Riders Dual Sport Ride will take place at Big Bear in southern California.

**CORRECTION:** Keith Bowen rode a Tuf-sponsored Kawasaki to a fourth place overall in the August 19 Millville, Minnesota, round of the AMA National Championship 500cc MX Series.

**CORRECTION:** Contrary to what we reported in this section in the August 22 issue, Michelin *has not* "closed its motorcycle operation in the U.S." The French tire manufacturer still sells radial street and racing tires to its dealers. Michelin did discontinue their trackside support program earlier this year.

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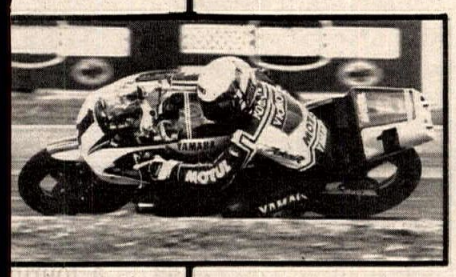

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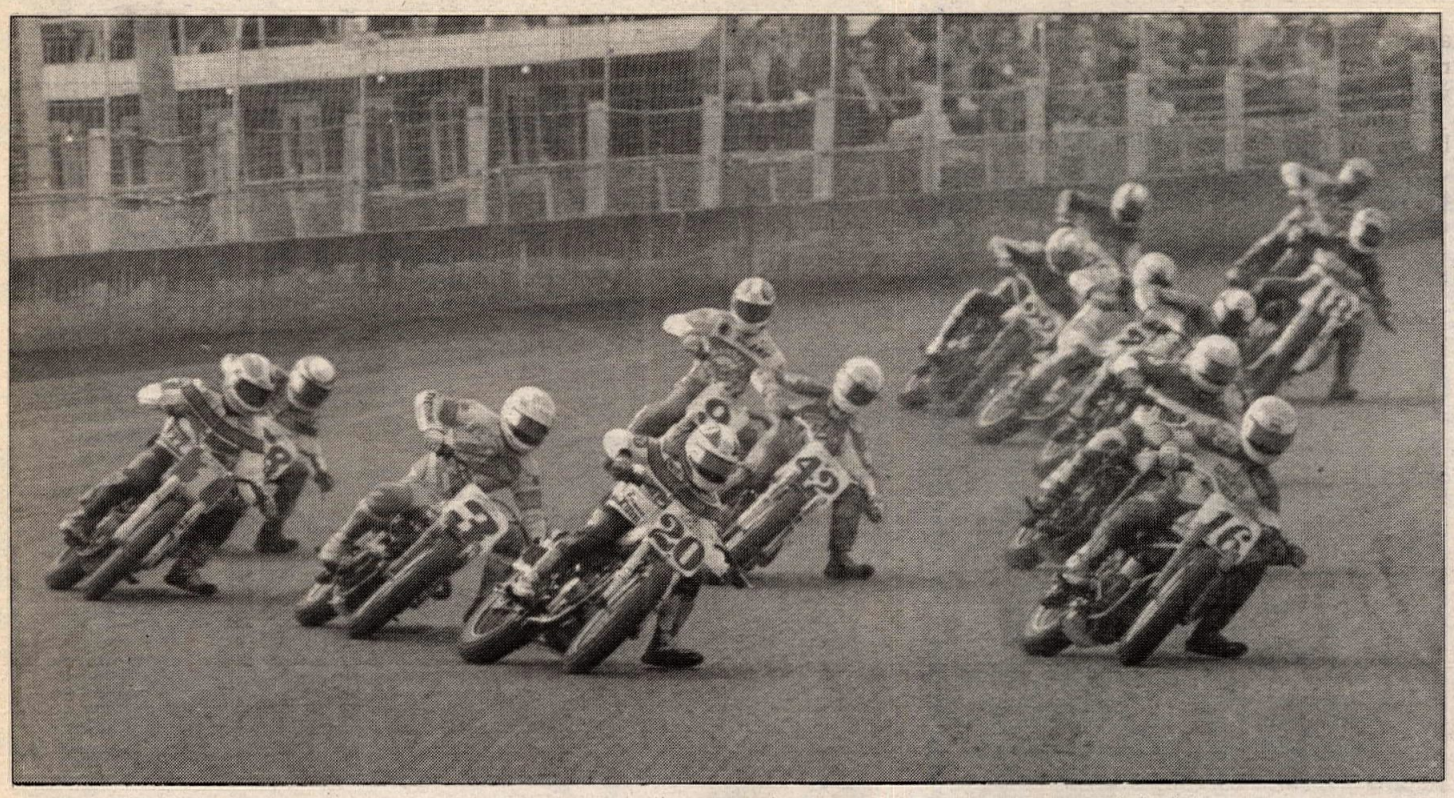
# DIRT TRACK AMA Grand National Championship/Camel Pro Series: Round 12



Chris Carr (20) led this early lap charge around the mile oval. An oil leak ended his day and Scott Parker (1) won.

# Parker wins, takes over points lead at Springfield

**By Jack Mangus**
**Photos by Bert Shepard**

SPRINGFIELD, IL, SEPT. 2

An oil crisis of a personal nature, rather than a global one, struck Camel Pro Series points leader Chris Carr in the late stages of the main event at the Springfield Mile. Harley-Davidson factory team member Carr, who had started the race with a 10-point lead over teammate Scott Parker, was black-flagged at the end of lap 17 and pulled out of the race on the following lap due to a cracked oil tank that was spewing the precious black liquid over his fellow riders. Defending champ Parker went on to score the win, his fifth straight on the Illinois State Fairgrounds oval and his fifth victory of the season, and now the Michigan rider is in the catbird seat with a 10-point lead over the young Californian, 196 to 186, with just four rounds remaining in the series.

"I feel sorry for Chris," said Parker while occupying the top step on the victory podium, "but I also feel great being up here."

Carr's bike started spewing oil several laps before he was shown the black flag. At the time he was involved in a multi-rider fight for the front position.

"I was biding my time until Chris started leaking," said Parker, the only front-runner whose number plate wasn't covered with the black dirt that adhered to the other riders' oil-coated plates. "My footpegs got slippery. I looked over at Chris' bike and it was gushing oil. I was scared it might seize or something. I thought it was an oil line."

"He should have been black-flagged sooner," said fourth place finisher Ricky Graham, whose record of six Camel Pro Series wins at Springfield was tied by Parker.

Finishing second, his best finish of the year, was Garvis Honda-backed Ronnie Jones. "I've been complaining about running third behind the factory Harley guys and now I'm up to second. Once Chris was black-flagged, Scott was gone," said Jones.

Although Jones is now mathematically eliminated from the title chase and 54 points out of second, the Oklahoman strengthened his hold on third place in the point standings, which is worth $20,000 at season's end (first pays $100,000, second $30,000). Going into the race Jones was just six points ahead of Dan Ingram, but Ingram dropped out of the race and failed to score any points. To add to Ingram's woes, Jay Springsteen, who finished third, dropped him to fifth place in the point standings. Jones sits in third with 122 points, Springsteen is fourth with 108 and Ingram fifth with 100.

"It was do or die on that last lap," said Springsteen, whose best performance of the season delighted the crowd that was estimated by IMDA Executive Secretary Julie Borcherding to number 10,000. "I was talkin' to my motor. It sure feels good to be back on the box!"

Besides taking over the points lead, Parker was celebrating another big payday. He came home the winner in the Camel Challenge which netted him $10,000, and he then fattened his wallet with the $5370 winner's share of the $40,000 purse offered at the Illinois Motorcycle Dealers Association-promoted event.

Runner-up Jones earned $3565 and third place finisher Springsteen had a $2320 payday.

### Time Trials

Showing the might of the Harley factory team, Parker was fast qualifier and Carr was second. They were the only riders of the 39 who took time trial laps to log laps of under 36 seconds on timer Gil Dosmegan's clocks; Parker with a 35.811-second/100.527 mph lap, and Carr a 35.916/100.233. Both were far off the 34.548/104.203 record lap turned in by Graham in 1984.

Rounding out the top six, and qualifying for the Camel Challenge, were Rookie of the Year Mike Hale, fellow Texan Terry Poovey, Jones, and Keith Day.

Poovey had been the fastest rider in practice and admitted making a mistake prior to time trials. "My brother Teddy and I made some changes thinking we'd make the Honda even faster, but all we did was slow it down. We'll be making some changes for my heat race," said Poovey who had burned some midnight oil before leaving his home in the Dallas, Texas, area, bound for Springfield. "It's about an 800-mile drive and we made it in 11 hours.

### Heats

In the first of four heat races, each of which would advance the top three finishers to the final, Randy Texter pulled the holeshot, only to see Steve Morehead take the high line through turns one and two and start down the backstraight in front of him. At the end of the backstraight, though, it was Parker taking over the lead as he went deep into turn three in front of Morehead and held that position down to the line.

Morehead was dropped to third on the following lap by Rusty Rogers and by the halfway mark Parker, Morehead and Rogers were pulling away from the field.

Parker opened up a little breathing room as Morehead and Rogers diced all around the oval. But when it appeared as though Parker would sail home the winner, Morehead and Rogers began closing the gap and as the white flag waved and the last mile of the race began, the three went at it in a clump.

Morehead took the lead away from Parker as the trio entered turn one and then Rogers got by the champ going into turn three. Morehead got the drive off of turn four and held off Parker, who had slipped back by Rogers, to score the win.

"Rusty helped me," said Morehead. "Scotty was breaking away and we caught him by drafting each other."

Parker admitted he had relaxed once in the lead and was rather surprised when both Morehead and Rogers got by him on the last lap. As it would turn out, both Parker and Rogers would start from the second row in the final as the track got faster as the heat races went on and the first heat turned out to be the slowest of the four.

Heat number two produced a two-man war between Carr and Davey Durelle after they got by Curt Rehmert, who pulled the holeshot and led the opening lap.

Durelle was racing in pain. "I got hit in the left shin when a chain that somebody had lost earlier in the day was thrown up in the air during the final yesterday (in a Regional Championship race)," said Donahue Harley-Davidson-backed Durelle, who hails from Minnesota.

Pain or no pain, Durelle didn't give an inch to Carr, and the pair pulled away from Rehmert. They raced side-by-side in the turns and down the straights, with each holding the lead at different points around the track. But when the checkered flag was waved by starter Steve Faraci, it was Carr the winner by inches.

"I got a good drive past him going into (turn) three on the last lap," said Carr, "and I knew I could hold him off to the line because that had worked before. He's a tough rider."

Taking an unchallenged third and advancing to the National along with Carr and Durelle was Union City Cycle/F&S H-D/KK/Bell/Creative Lawn Car/Friends-sponsored Rehmert of Union City, Ohio.

Ricky Graham, the man they call "Mr. Springfield," won the third heat, but he more than had his hands full as fellow Californian Keith Day, Will Davis and Mike Hale joined him in turning in a race that had the crowd on its feet.

Day led lap one, Davis laps two through five, Graham laps six through eight, and Davis lap nine as the quartet took turns pulling draft passes on one another on both straights.

As the final lap wound down, it was Day diving into turn three in the lead and exiting turn four first. But that's just where Graham wanted him to be, and the two-time Grand National Champion pulled off a draft pass that saw him win by inches with an even narrower margin separating Day and Davis for second. The nod went to Day and all Hale had to show for staying with the three veterans was a fourth place finish and a transfer to a semi-final.

Graham, who returned to the Camel Pro Series after having missed the mid-summer races, was pumped. "Alright! Let's run the main right now! Right now!", yelled Graham, who took over the ESP Racing Honda ride after Dan Ingram and tuner Skip Eaken had a falling out two weeks prior to Springfield.

The final heat race turned out to be the fastest of the four and grabbing the pole position for the National by winning the race was Marioneaux Racing-backed, Honda-mounted Terry Poovey. But Poovey had to fight for the win in a race that could have gone to one of three riders - Poovey, Springsteen or Jones.

After first Springsteen and then Poovey got by Brian Atherton, who pulled the holeshot off the line, it was Springsteen leading at the line at the end of the first three laps, Poovey out front at the completion of lap five, Jones at the point on laps six through eight, and Springsteen first across the line at the end of lap nine.

The final lap started with Springsteen, Poovey and Jones diving into

turn one side-by-side and flying down the backstraight in a clump. Poovey was first into turn three and he got a strong drive coming out of turn four that enabled him to hold off Jones and Springsteen at the line.

"I didn't plan on leading it out of (turn) four," said Poovey, "but I did and it worked." The Texan seemed more excited over the close racing he had been involved in than he did in scoring the win. "That was something. All three of us wanted the front spot in (turns) one and two."

### Semis

The first of two 10-lap semi-final races that would advance the top two finishers to the National was handily won by Tim Mertens, who hails from nearby Belleville, Illinois. On lap three, Honda-mounted Mertens took the lead away from Michael Scott, who pulled the holeshot and held the point for the first two laps, and he quickly pulled away and won by a comfortable margin over rookie Expert Larry Pegram, who pulled off a draft pass on Ingram going into turn three on the final lap and then walked away with the runnerup spot.

For 29-year-old Mertens, a veteran who had competed in 61 National finals going into this season, advancing to the Springfield main was old hat, but for 17-year-old Pegram, who was riding a Honda with backing from both ESP Racing and FIG Racing, it was a first. Pegram missed most of the season after suffering a broken leg and arm in a press day practice session on the Sacramento mile oval in May.

"I have a rod in my left femur," said Pegram, "but it doesn't hurt. I'm not in the best shape I could be because I haven't been able to run and riding a bicycle doesn't work you out as much as running."

The second semi turned into a runaway victory for Texan Hale after a second lap scare that saw the pack scattered when Dave Camlin's engine let go in turn one. First lap leader Steve Burkholder and lap two leader Craig Estelle could only watch as Hale pulled away.

The fight for second was as tough as the win by Hale was easy and after a dice that involved Brian Atherton, Audie Huff, Estelle, Burkholder and Erick Gruber, it was Phil Darcy Racing's Atherton grabbing the transfer to the National after he broke away from the group on the last lap.

### Camel Challenge

Parker, Carr, Hale, Poovey, Jones and Day lined up for the start of the $17,500 Camel Challenge, a six-lap dash that Steve Morehead once said was best raced with one's brain left behind in a tool box.

With the strategy being go as fast as you can from start to finish, it was Poovey putting that into practice as he was first off the line and in the lead at the end of lap one over Parker, Jones, Hale, Carr and Day.

Poovey stayed out front on lap two, having opened up a several bike length lead. But going down the backstraight on lap three, Poovey's gap was eliminated as both Jones and Parker drafted by the Texan going into turn three in a spectacular move.

Parker, Jones, Poovey and Carr stayed bunched together and crossed the start/finish line in that order at the end of lap four. They stayed bunched together right down to the checkered flag where the win went to Parker by inches over Poovey with Carr taking third and Jones fourth.

"I was hustlin' every bit of the way," said Carr. "At first I thought Poovey and then Scotty were going to break away, but my bike worked better as the race went on and I was able to stay with them."

"I thought if I led into three I could beat them to the line, but it didn't work out," said Poovey, who earned $2500 for finishing second in the closely contested dash. "It's gonna be like this for 25 miles in the final and I hope I'm the one on top at the end."

"I thought they'd draft by me on the last lap," said Parker. "But I never looked back and I beat Terry by a couple of inches."

### Last Chance Qualifier

Dan Ingram, the only rider other than Parker, Carr and Morehead to win a National this year, did what he had to do in the Last Chance Qualifier, but the way he did it certainly had his bike's tuner, former Grand National Champion Mert Lawwill, sweating.

In what was the best race of the day, there were 10 riders in the lead draft for the majority of the 10-lap race. Of the 10, Texter, George Roeder II, Michael Scott and Ingram took turns leading at the line with Ingram leading the lap that counted - the final one - after he drafted by Scott on the backstraight and negotiated turns three and four magnificently to get a drive that carried him across the line several bike lengths in front of second place finisher Texter, Craig Estelle and Scott.

### National

Poovey chose the outside pole position from which to start the 25-lap main event and joining him on the front row were Carr, Morehead, Graham, Jones and Day. Durelle, Parker, Springsteen, Rehmert, Rogers and Davis sat on the second row, with Mertens, Hale, Atherton, Ingram and Pegram lined up in that order on row three.

Carr was first off the line at the flash of the green starting light and he was shadowed by Graham and the rest of the field as the pack worked its way through turns one and two.

Parker blew by both Carr and Graham going down the back straight, but it was Jones who led the field across the line at the end of the first lap. Carr was at the point at the end of lap two with Graham back out in front at the completion of lap three, with Jones, Carr, Parker, Durelle, Mertens, Springsteen and Rogers in a pack behind him.

Parker led lap four only to be passed on the back straight by both Jones and Graham on the following lap which ended with Jones first across the line. Lap six saw the draft work for Parker and he was the leader at the line. The front-runners continued to swap positions for the next several laps with Jones out front on lap seven, Carr on lap eight, and then — accompanied by a roar from the crowd — Springsteen first across the line at the end of lap nine in a dead heat with Jones.

Ten riders were involved in the draft battle out front and the running order at the end of the lap 10 read: Carr, Parker, Graham, Jones, Morehead, Mertens, Springsteen, Poovey, Davis and Durelle.

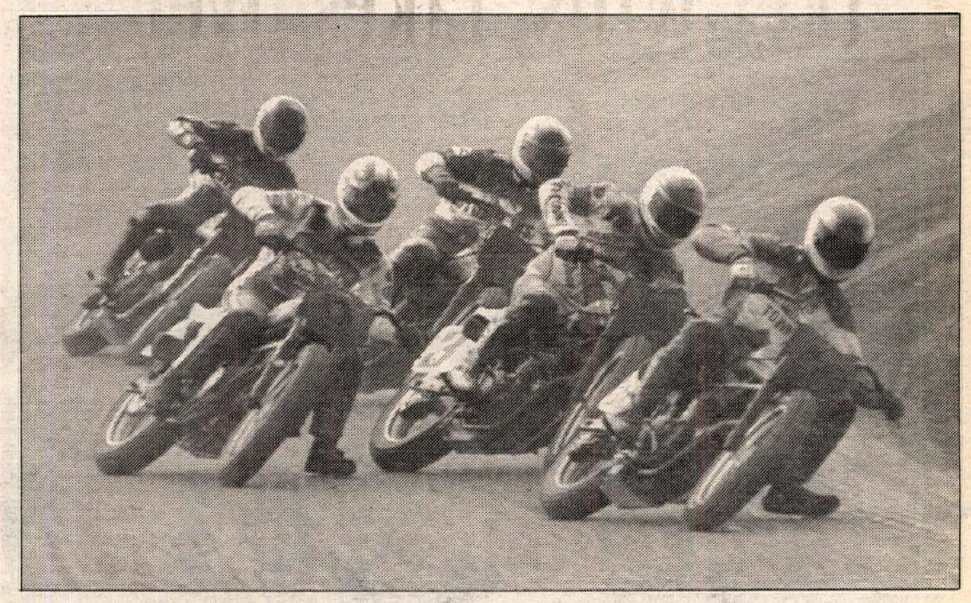
Shuffling among the 10 continued, but the pack was minus Steve Morehead, who was in second position at the end of lap 13, as they crossed the line at the end of lap 14.

"The primary chain broke," said Morehead while signing autographs in his pit area after the race. "The shame of it all is I was cruisin'. I mean I was just out there cruisin'. It was gonna be my day."

Other riders soon joined Morehead on the sidelines. The first being Dan Ingram. "I don't know exactly what

**Jay Springsteen (9) glances at Chris Carr (20) as Carr pulls off the race line after being black-flagged. Ricky Graham and Ronnie Jones trail Springsteen.**

**The dirt that adhered to the riders' oil-covered front number plates is evident in this photo that shows Ronnie Jones leading Ricky Graham and Springsteen.**



went wrong," said tuner Mert Lawwill. "But an intake valve's not working. It was running soft all day."

Also sidelined later in the race were Will Davis with a broken swingarm, and Davey Durelle with a blistered front tire.

The story of the day, perhaps the season, started on lap 15 when smoke could be seen coming from Carr's bike as he entered turn one in the lead over Graham, Jones, Parker and Springsteen. What the problem was soon became evident as Carr and Parker, running side-by-side, pulled away from the rest of the front-runners as oil spewing from Carr's oil tank quickly covered over number plates and faceshields.

"I started the race with nine tear-offs," said Graham. "I don't usually put that many on, but something clicked in my head and for some reason or another I thought about races I had been in where I got sprayed with oil. I went through all the tear-offs before they black-flagged Carr. They should have thrown the flag earlier."

Referee Duke Oliges observed the situation from a hydraulically raised and lowered platform located on the grandstand side of the start/finish line. Once he had determined that it was Carr's bike that was spraying oil, he called for the starter to display Carr's number and the black flag on lap 17. Carr came back around in second behind Parker on lap 18 where he again was shown the black flag at the line. The Californian pulled out of the race line in turns one and two and dejectedly cruised back to his pit area where he was met by tuner Kenny Tolbert. According to a pit area observer, "I thought Kenny was going to cry." One didn't have to ask either Carr or Tolbert how they felt. Their long faces told the story.

With Carr gone, the blue and gold number plate of Scott Parker was first across the line for the remaining seven laps. Parker opened up a comfortable margin over the rest of the competitors, seven of whom were involved in the fight for the second and third spots on the victory podium.

When the five lap sign was given, Graham and Springsteen crossed the line nearly side-by-side, and they were followed closely by Jones, Mertens, Poovey, Davis and Durelle.

Two laps later and Davis was gone; his swingarm had broken at the pivot point. Parker had a second and a half lead as the white flag was displayed. Behind him, Springsteen crossed the line in sixth position, trailing Jones, Graham, Mertens and Poovey. But the three-time Grand National Champion pulled out all the stops on the last lap and he charged into turn three and out of turn four, obviously doing everything he could to take second. But Jones had the same idea and he nipped Springsteen by inches to take the runner-up spot for the first time this

# DIRT TRACK AMA Grand National Championship/Camel Pro Series: Round 12

**(Left to right) Third place finisher Jay Springsteen, Miss Camel Pro, winner Scott Parker and third place finisher celebrate in the Springfield winner's circle.**

season. Graham finished fourth — also by inches, and he came to the line to get the official's decision and to complain about the black flag not having been displayed earlier than when it was. Graham was racing with a damaged little finger on his throttle hand. "I buzzed the tip on a YSR50 at Kenny Roberts's ranch."

Springsteen, who posted two second place finishes at the end of last year's Camel Pro Series, was pumped. "It's been a long time since I won one of these things. Maybe I can pull it off next week at Syracuse, where I won my last one in 1985."

"I've been complaining about finishing third behind the Harley factory guys — Scotty and Chris, now I'm up to second and that feels good," said Jones. "It was a tough race. A guy would go by you and then you'd get back by him and then other guys would go by you. The Honda's harder to ride than a Harley. As the track dries out, you have to work the throttle to get the power to the ground where the Harley guys can just get on the gas. I used a lot of tear-offs (seven) because of Chris Carr's oil leak and Scotty was gone after they black-flagged him.

"It's good to see Jay up here. Everybody here looked up to him when they started racing. Everybody but Steve Morehead; he looked over at him," said Jones.

After taking a victory lap and throwing his helmet into the crowd, Parker said, "I don't like to see Chris drop out of the race, but I'll take the win and the points." About the closeness of the race, Harley-Davidson Inc./Bell/Tsubaki/AIW of America-sponsored Parker said, "This is the best racing gets. We all know each other and we know what to expect. There used to be a lot of rough riding and banging around, but we've been turning in good close racing for the past couple of years now. You don't have to worry about the guy next to you and that makes a difference."

### Junior National

Bret Beyer posted the fastest lap in Junior time trials, at 36.541 seconds. Beyer then finished fifth in the first of two Junior heats that would transfer the top six from each to the Junior final.

Donahue Harley-Davidson-backed Tony Donahue rode his Harley to a photo finish win in the first heat over Steve Rasmussen, with Greg Sims taking third. Junior National Championship Series point standings leader Brian Tillson, who had qualified more than a second slower than Beyer, just managed to qualify for the final, finishing sixth.

The second heat was won by Harley-Davidson XR750-mounted Steve Beattie with Jason Fletcher taking second and Georgie Price third.

Donahue pulled the holeshot at the start of the 10-lap final, but it was Tillson leading the field down the backstraight and into turn three. The charge to the line, though, was led by Beattie who was followed across the stripe at the end of the first lap by James Hart, Donahue, Tillson and the rest of the field.

Beattie led the second lap, but on lap three Rasmussen was at the point and he stayed there to the halfway flags as he ran wheel-to-wheel with Beattie and Donahue.

The battle for the win went right down to the wire and the victory went to Rasmussen after he pulled off a draft pass of Beattie just yards before the finish line. Finishing right on Rasmussen and Beattie's rear wheels were third place finisher Donahue and fourth place finisher James Hart.

"I figured I'd lead down to the line like I'd done before," said Beattie, "but it didn't work and I lost by inches. But it's been a good day. We have our 1990 Harley motor running now."

Staab Racing/Turlock Blue Printers/Rock Oil/Shoei/Dave Bird Racing/Modesto H-D/D&K Motorcycles/Tsubaki/O'Neal/K&N-sponsored Rasmussen closed the points gap on Tillson, who finished fifth, but with just one round remaining Rasmussen finds himself 18 points behind Tillson. Rasmussen, who scored his third Junior National win of the year, said, "I've got to give a special thank you to Chance Darling for lending us a set of carburetors." CN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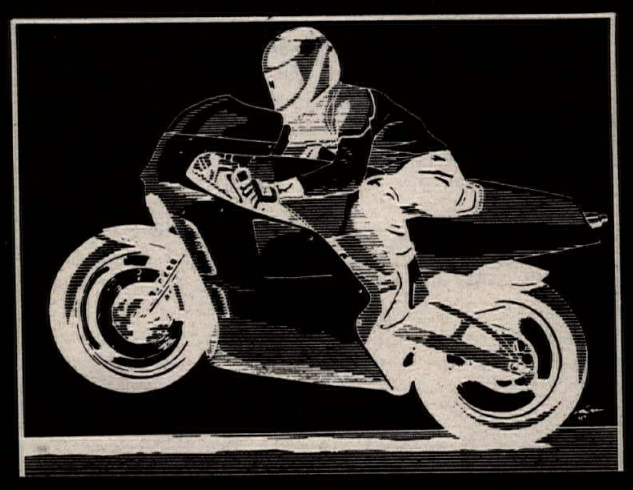

Drawing by G. Harding

SEPTEMBER 14-15-16

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## Results

**TIME TRIALS:** 1. Scott Parker (35.811 sec.); 2. Chris Carr (35.916); 3. Mike Hale (36.040); 4. Terry Poovey (36.076); 5. Ronnie Jones (36.107); 6. Keith Day (36.132); 7. Curt Rehmert (36.169); 8. Rusty Rogers (36.174); 9. Steve Morehead (36.311); 10. Davey Durelle (36.332); 11. Will Davis (36.450); 12. Jay Springsteen (36.454); 13. Brian Atherton (36.471); 14. Ricky Graham (36.471); 15. Dan Ingram (36.603); 16. Tim Mertens (36.615); 17. Larry Pegram (36.641); 18. Gordon Schopieray (36.643); 19. David Camlin (36.684); 20. Steve Burkholder (36.704); 21. Audie Huff (36.743); 22. Arthur Tresser (36.745); 23. Michael Scott (36.808); 24. Randy Texter (36.819); 25. Brian Anderson (36.861); 26. Rodney Farris (36.906); 27. Scott Stump (36.908); 28. Scott Saunders (36.974); 29. Erick Gruber (37.044); 30. Craig Estelle (37.168); 31. Chance Darling (37.187); 32. Robert Lewis, Jr. (37.253); 33. Geoff Clark (37.303); 34. George Roeder, II (37.349); 35. Keith Jacobsen (38.401); 36. Stephen Champine (37.462); 37. Willie McCoy (37.599); 38. John Faulker (37.638); 39. Kelly Bowlby (37.865).

**HEAT 1:** 1. Steve Morehead (H-D); 2. Scott Parker (H-D); 3. Rusty Rogers (Hon); 4. Tim Mertens (Hon); 5. Larry Pegram (Hon); 6. Robert Lewis, Jr. (H-D); 7. Randy Texer (H-D); 8. Geoff Clark (H-D); 9. Brian Anderson (H-D).
**Time:** 6 min., 05.657 sec.

**HEAT 2:** 1. Chris Carr (H-D); 2. Davey Durelle (H-D); 3. Curt Rehmert (H-D); 4. Dan Ingram (Hon); 5. Rodney Farris (H-D); 6. George Roeder, II (H-D); 7. Michael Scott (H-D); 8. Gordon Schopieray (H-D); 9. Chance Darling (H-D): 10. Kelly Bowlby (H-D).
**Time:** 6 min., 05.432 sec.

**HEAT 3:** 1. Ricky Graham (H-D); 2. Keith Day (Hon); 3. Will Davis (H-D); 4. Mike Hale (H-D): 5. David Camlin (H-D); 6. Keith Jacobsen (Hon); 7. Craig Estelle (H-D); 8. Arthur Tresser (H-D): 9. John Faulkner (H-D); 10. Scott Stump (Hon).
**Time:** 6 min., 03.751 sec.

**HEAT 4:** 1. Terry Poovey (Hon); 2. Ronnie Jones (Hon); 3. Jay Springsteen (H-D); 4. Brian Atherton (H-D); 5. Steve Burkholder (H-D); 6. Audie Huff (H-D): 7. Erick Gruber (H-D); 8. Willie McCoy (H-D); 9. Scott Saunders (H-D); 10. Stephen Champine (H-D).
**Time:** 6 min., 00.086 sec.

**SEMI 1:** 1. Tim Mertens; 2. Larry Pegram; 3. Dan Ingram; 4. Michael Scott; 5. George Roeder, II; 6. Randy Texter; 7. Robert Lewis, Jr.; 8. Gordon Schopieray; 9. Chance Darling; 10. Brian Anderson; 11. Geoff Clark; 12. Rodney Farris.
**Time:** 5 min., 59.595 sec.

**SEMI 2:** 1. Mike Hale; 2. Brian Atherton; 3. Audie Huff; 4. Craig Estelle; 5. Steve Burkholder; 6. Erick Gruber; 7. Willie McCoy; 8. Scott Saunders; 9. John Faulkner; 10. Arthur Tresser; 11. David Camlin; 12. Keith Jacobsen.
**Time:** 6 min., 02.230 sec.

**LAST CHANCE QUALIFIER:** 1. Dan Ingram; 2. Randy Texter; 3. Craig Estelle; 4. Robert Lewis, Jr.; 5. George Roeder, II; 6. Audie Huff; 7. Steve Burkholder; 8. Michael Scott; 9. Erick Gruber; 10. Willie McCoy.
**Time:** 6 min., 07.768 sec.

**CAMEL CHALLENGE:** 1. Scott Parker (H-D); 2. Terry Poovey (Hon); 3. Chris Carr (H-D); 4. Ronnie Jones (Hon); 5. Mike Hale (H-D); 6. Keith Day (Hon).
**Time:** 3 min., 01.962 sec.

**NATIONAL:** 1. Scott Parker (H-D); 2. Ronnie Jones (Hon); 3. Jay Springsteen (H-D); 4. Ricky Graham (H-D); 5. Tim Mertens (Hon); 6. Terry Poovey (Hon); 7. Keith Day (Hon); 8. Rusty Rogers (Hon); 9. Mike Hale (H-D): 10. Larry Pegram (Hon); 11. Brian Atherton (H-D); 12. Curt Rehmert (H-D); 13. Davey Durelle (H-D); 14. Will Davis (H-D); 15. Chris Carr (H-D); 16. Dan Ingram (Hon); 17. Steve Morehead (H-D).
**Time:** 15 min., 00.497 sec.
**Average Speed:** 99.9448 mph.

**AMA CAMEL PRO SERIES POINT STANDINGS:** 1. Scott Parker (196); 2. Chris Carr (186); 3. Ronnie Jones (122); 4. Jay Springsteen (108); 5. Dan Ingram (100); 6. Steve Morehead (83); 7. Terry Poovey (67); 8. Rodney Farris (66); 9. Will Davis (52); 10. Ricky Graham (47); 11. Tim Mertens (45); 12. Rusty Rogers (39); 13. Keith Day (33); 14. Kevin Atherton (29); 15. Mike Hale (27); 16. (TIE) Steve Eklund/Dave Durelle (23); 18. Rich King (19); 19. Doug Chandler (14); 20. Steve Aseltine (13).

**JR TIME TRIALS:** 1. Bret Beyer (36.541); 2. Roy Hart, Jr. (36.797); 3. Brian Kromroy (36.823); 4. Troy Donahue (36.852); 5. Steve Rasmussen (36.872); 6. David Lloyd (36.886); 7. Steve Beattie (36.937); 8. James Hart (36.961); 9. Conrad Parshall (37.026); 10. Cory Perreault (37.132); 11. Jason Fletcher (37.241); 12. Paul Polhemus, Jr. (37.278); 13. Greg Sims (37.353); 14. John Resso, III (37.365); 15. Claude Racine (37.370); 16. Scott Buchan (37.427); 17. Steven Raymond (37.552); 18. Brent Armbruster (37.565); 19. Scott Sehl (37.627); 20. Brian Tillerson (37.733); 21. Al Eadie (37.749); 22. Danny Koelsch (37.770); 23. Jeremy Lucy (37.795); 24. Steve Marth (37.804); 25. Bill Newkirk (37.809); 26. Bart Schmulback (37.838); 27. Kenton Longcor (37.861); 28. Vernon Browne (37.874); 29. Kevin Sievers (37.933); 30. Mike Patterson (37.933); 31. Dale Jenneman (38.006); 32. Ricky Anderson (38.052); 33. Frank Kaiser (38.074); 34. Andrew Segalini (38.091); 35. Thomas Daniele (38.360; 36. Jimmy Sanchez (38.436); 37. Bill Jackson (38.474); 38. Jay Skidmore (38.512); 39. Marshall Patrick (38.569).

**JR HEAT 1:** 1. Troy Donahue (H-D); 2. Steve Rasmussen (H-D); 3. Greg Sims (H-D); 4. James Hart (W-R); 5. Bret Beyer (H-D); 6. Brian Tillerson (W-R); 7. Scott Buchan (H-D); 8. Steven Raymond (W-R); 9. Conrad Parshall (H-D); 10. Steve Marth (W-R); 11. Al Eadie (H-D); 12. Paul Polhemus, Jr. (W-R).
**Time:** 3 min., 42.591 sec.

**JR HEAT 2:** 1. Steve Beattie (H-D); 2. Jason Fletcher (W-R); 3. Georgie Price (H-D); 4. Brian Kromroy (H-D); 5. Roy Hart, Jr. (W-R); 6. Cory Perreault; 7. Scott Sehl (W-R); 8. Jeremy Lucy (H-D); 9. Danny Koelsch (H-D); 10. Claude Racine (W-R); 11. John Resso, III (W-R); 12. Brent Armbruster (W-R).
**Time:** 3 min., 41.532 sec.

**Junior National winner Steve Rasmussen (45Y), third place finisher Tony Donahue (67K) and runner-up Steve Beattie tuck in down the front straightaway.**

**JR NATIONAL:** 1. Steve Rasmussen (H-D); 2. Steve Beattie (H-D); 3. Tony Donahue (H-D); 4. James Hart (W-R); 5. Brian Tillson (W-R); 6. Bret Beyer (H-D); 7. Brian Kromroy (H-D); 8. Roy Hart, Jr. (W-R); 9. Cory Perreault (W-R); 10. Jason Fletcher (W-R); 11. Georgie Price (W-R); 12. Greg Sims (H-D).
**Time:** 6 min., 11.449 sec.

**JR NATIONAL POINT STANDINGS:** 1. Brian Tillson (133); 2. Steve Rasmussen (115); 3. Jason Fletcher (104); 4. Steve Beattie (91); 5. Cory Perreault (60); 6. Kris Kiser (55); 7. Greg Sims (50); 8. Dan Stanley (49); 9. Andy Tresser (48); 10. James Hart (43); 11. Al Eadie (34); 12. (TIE) Steve Raymond/Jamie Grylicki/Tony Donahue (33); 15. Jaime Aguilar (31); 16. Clint Vahsholtz (29); 17. Paul Polhemus, Jr. (28); 18. (TIE) Jess Roeder/Harold Dorsey, Jr. (24); 20. Georgie Price (22).


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# MOTOCROSS AMA National Championship 125/500cc MX Series: Rounds 9/3

Approximately 8000 spectators watched the action at the Broome-Tioga Sports Center under cloudy skies.

## Kiedrowski, Stanton survive Broome-Tioga thriller

By Ken Faught

BINGHAMTON, NY, SEPT. 2

Honda teammates Mike Kiedrowski and Jeff Stanton overcame incredible odds at the Broome-Tioga Sports Center and showed an estimated 8000 spectators that anything is possible after they collected wins in the 125 and 500cc classes, respectively.

Kiedrowski's victory may have been the most meaningful of the day. His win not only earned him $1200 of the $10,000 125cc purse, but also cut the championship series point lead held by Suzuki's Guy Cooper by more than half. Cooper had a terrible day in upstate New York, finishing eighth overall after posting 6-9 moto finishes, and Kiedrowski took advantage of the situation to move to within 19 points of Cooper. The Oklahoma resident now leads the Californian, 399-380, with three rounds remaining.

The point standings in the 500cc class, however, showed no significant change after Stanton and Jeff Ward traded moto wins and runner-up positions. Stanton leads Ward, the defending National Champion, by two points, 141-139.

Kiedrowski's day began with a charge through the pack in the first moto. Once into the lead, Kiedrowski stayed in control to beat both Suzuki's Larry Ward and Yamaha's Damon Bradshaw.

The second moto saw Kiedrowski survive a massive first turn crash to chase down Ward and early race leader Ronnie Tichenor. Kiedrowski's perfect moto scores gave him the overall with Ward taking second thanks to his pair of second-place finishes. Tichenor was third with 5-3.

"The overall win feels good," Kiedrowski said, "But the championship is what I'm gunning for. A lot of people thought that I couldn't make up enough points. Last year the same thing happened with (Damon) Bradshaw. He was leading the series until he broke a clutch lever and had other problems. That helped me earn the title. Maybe history will repeat itself."

Jeff Ward appeared to have things wrapped up in the 500cc class after taking an easy win in moto one ahead of Stanton, Johnny O'Mara and Rick Johnson.

The second moto again saw Ward on top, but this time under heavy pressure from Johnson and Stanton. Johnson later dropped out with mechanical problems and then Ward crashed, handing the win and overall to Stanton.

Stanton's share of the $15,000 purse was $1600; Ward earned an equal amount for finishing second. O'Mara took home $1000.

### 125cc National

Team Green Kawasaki's Tallon Vohland led the first of two, 30-minute plus two lap motos, until mechanical problems forced an early finish for the Californian.

"I was pulling away when the clip on the needle (in the carburetor) broke," Vohland said. "That dropped the needle straight into the main jet. It's really going to hurt me in the points. If this wouldn't have happened I may have been able to catch (Jeff) Matiasevich (fourth in the series) today."

With Vohland sidelined, Doug Dubach found himself with a comfortable lead over Todd DeHoop, New York's Carlo Coen, Larry Ward and Kiedrowski.

That changed with the sudden absence of DeHoop on the fourth lap.

"The clutch lever broke," said DeHoop who eventually finished 25th. "I had to come into the mechanics' area and get it changed."

Up front the battle between Kiedrowski and Ward perked up. The duo moved in on leader Dubach with Kiedrowski being the first of the two to make a bid for the lead. The defending National Champion found his way into the lead moments before Ward got by Dubach for second.

Meanwhile, Bradshaw had his work cut out for him after suffering a mediocre start. He gated out of the top 10 and was having a difficult time dodging flying objects on the rocky Broome-Tioga course. But it didn't stop him from closing in and passing his Yamaha teammate Dubach.

The battle for fifth was being fought out between Buddy Antunez, Tichenor, Doug Henry and Cooper. Antunez held that position for half the moto until Tichenor made his move and set after Dubach.

Cooper and Henry followed Tichenor past the former minicycle champ, dropping Antunez back to eighth.

"I was getting really tired," Henry, who hails from Shelton, Connecticut, said, "But I knew I had to hang on. The one area that I really need to work on is physical conditioning, but I'm doing better. I followed Cooper for awhile and worked my way up."

Cooper trailed Tichenor for a few laps before darting around his teammate and setting his sights on Dubach. Just as it appeared that Cooper was going to make his way into fourth, however, he crashed over a set of downhill double jumps allowing Tichenor to retake fifth.

"I thought Dubach was going to jump the outside so I went for the inside," Cooper said. "We were both committed when I noticed that he was using his normal line (in the center). I clipped his rear fender and wheel and went down."

As Cooper continued in sixth, sans goggles, Antunez pulled to the side of the track with banners lodged in his rear wheel. That allowed LaRocco, the winner of the Millville National, to take eighth ahead of Jeff Emig and Ryan Hughes.

Back on top, Kiedrowski cruised to a narrow win over Ward with Bradshaw nearly 10 seconds behind.

"I rode aggressively," Tichenor said. "I was closing on Dubach, but I couldn't get by. He rode good."

Emig jumped to the early lead at the start of the second moto as Kiedrowski, Cooper, Denny Stephenson, Barry Carsten, Jeff Matiasevich, Dubach and several other riders were sprawled on the ground after a giant first-turn pileup.

"I saw Kiedrowski go down and I was happy," Cooper said. "Then he (Kiedrowski) hit a Yamaha rider, I think it was Henry, who then crashed into me. I didn't actually fall, but I had all of these bikes falling on me. It was the domino effect.

"(Denny) Stephenson started it," Matiasevich said. "That's all I know."

"I had the holeshot and gave everyone a lot of room, " Stephenson said in defense, "The next thing I knew someone was driving over me and everyone was on the ground."

While more than a dozen riders remounted, Tichenor overpowered Emig and took command. Emig dropped to second over DeHoop, Ward and Henry.

Tichenor quickly stretched out a sizeable lead as Kiedrowski began his charge from outside the top 20. All Ward needed to take the overall was to stay in third and finish ahead of Kiedrowski.

But by the fifth lap Kiedrowski, with LaRocco trailing, had charged his way into fifth. He stayed in that position until DeHoop again disappeared from the running.

"On the downhill I tore my right knee out," DeHoop said while rubbing the sore leg. "I couldn't put the foot on a peg and had to quit."

Meanwhile, Kiedrowski found his way around Emig, who dropped back a few positions after a crash, and was now three seconds behind the lead pair of Tichenor and Ward. The two Suzuki riders were less than a second apart and were forced to pick up the pace after coming under pressure from Kiedrowski.

As the race neared its completion, the top three inverted as Tichenor dropped to third behind Kiedrowski and Ward. In order to take the overall, Ward would have to pass Kiedrowski.

During this heated battle, LaRocco sat in fourth watching until he decided to join the action. The Indiana resident soon shot underneath Tichenor on a downhill only to crash a turn later.

"I wheelied out of a rut and the backend kicked up, sending me over the bars," LaRocco said.

The Suzuki rider remounted in fourth with Bradshaw five seconds behind in fifth. Bradshaw again got off to a poor start and was forced to contend with slower traffic.

Behind LaRocco, Vohland began challenging Emig for sixth. Henry was eighth with Cooper and Matiasevich closing in fast.

Time, however, ran out and Cooper could do no better than ninth after Kiedrowski and his Ron Wood-tuned Honda RC125 beat Ward, Tichenor and LaRocco by some five seconds at the finish.

"I survived the crash," Ward said, "but rode too conservatively. I should have ridden harder in the beginning and maybe Mike (Kiedrowski) wouldn't have beaten me."

### 500cc National

Jeff Ward nailed the start of the first moto with Johnson, Stanton, O'Mara, Ty Davis and Keith Bowen hot on his tail. Halfway into the first lap Stanton made his move on the downhill and dropped Johnson to the number three slot.

"You carry a lot of momentum on the downhill," Johnson said. "And I knew someone was coming in pretty hard. I didn't want us to take each other out so I gave him some room."

Ward and Stanton quickly opened up a small cushion over Johnson as O'Mara drew closer in fourth.

"It took me a while to find good

lines," Johnson said. "By the time I did, they (the leaders) had pulled away. I lost a lot of motivation and then O'Mara caught me when I fell.

Bowen, meanwhile, zapped Davis as privateers Gene Naumec, Andy Stacy, Phil Lawrence and Kurt McMillen rounded out the top 10.

Those positions quickly changed as Davis again was knocked back one position by Naumec.

"I don't have a chance to ride the 500s a lot," Davis said. "Since my bike is always on the road, the only thing I have to practice on is a 125. The two hardly compare."

Halfway through the race the action heated up as O'Mara reeled in Johnson. O'Mara gained the advantage about 25 minutes into the race, but Johnson wasn't about to let go.

Johnson charged the remainder of the race, but his efforts proved unsuccessful. As Ward took the checkers ahead of Stanton, O'Mara collected third in front of Johnson, Bowen, Naumec, Davis and Stacy.

Privateer Ray Sommo gated perfectly at the beginning of moto two and led Ward, O'Mara, Johnson and Stanton. A few turns later Ward made easy work of Sommo and put a few seconds between himself and the pack.

Johnson and O'Mara, however, had a tough time getting around Sommo, allowing Stanton to make up some lost ground. During this four-way battle, Stanton nipped both Sommo and O'Mara as Johnson moved into the runner-up position.

Back in sixth place, Dean Matson had his hands full with Bowen, Rich Taylor, Stacy, Naumec, Lawrence and Dag Boyesen. Matson held that spot for several laps until both Bowen and Naumec got by for sixth and seventh.

The battle between the two privateers heated up as Naumec then caught Bowen. That lasted until Bowen appeared to gain a second wind, and proceeded to open up a little breathing room.

"I started getting tired," said Tuff Racing's Bowen, "especially the last four laps. All I could do was hold on and keep Naumec behind me."

"Keith (Bowen) was riding hard," Naumec said. "I tried to catch him, but he pulled away."

The attention, however, was focused on the battle raging up front. Johnson threatened Ward's lead, and the pair moved away from Stanton in what was turning out to be the premier race of the day.

"I was just staying away from everyone's roost," Stanton said.

Johnson shadowed Ward for half a dozen laps until he pulled to the side of the track with mechanical problems.

"The bike ran out of water," Dave Arnold, Honda's team manager, said. "A rock probably hit the radiator. There were no hose clamps missing, but it's hard to tell until we take it apart."

"It's very disappointing," Johnson said, "I felt good. I think the next time that Ward and Stanton look over at each other on the starting line, they'll have to include me. It's not just going to be those two anymore."

With Johnson out of the way, the action was far from over. Stanton put a wheel on Ward and eventually dove into the lead. A few turns later, though, Stanton was knocked off the track and back into second by Ward as the pair argued over a line.

"He put a big stuff on me," Stanton said. "but I left the door open."

Just as it appeared that Ward had things wrapped up, Stanton suddenly found himself in the lead as the Kawasaki rider crashed while trying to pass a lapped Sommo.

**A second moto crash by Jeff Ward (1) handed Jeff Stanton (2) the overall. Rick Johnson (13) DNF moto two.**

"Anything can happen you know, and this is proof," Stanton said. "That's why you never quit until it's over."

As Stanton collected the checkers ahead of Ward, O'Mara hung back in third ahead of Bowen and Naumec. Andrews worked his way past Davis for sixth while Lawrence, Stacy and Boyesen completed the top 10. CN

## Results

**500 QUALIFIER 1:** 1. Ray Sommo (Hon); 2. Rich Taylor (Hon); 3. Gene Naumec (Kaw); 4. Dag Boyesen (Kaw); 5. Jeff Glass (Hon); 6. Keith Johnson (KTM); 7. Rick Pinney (Hon); 8. Earl May (Yam); 9. Phil Lawrence (Yam); 10. Daniel Jannette, Jr. (Kaw); 11. Randy McCann (Kaw); 12. Brian Years (Hon); 13. Jerry Seip, Jr. (Kaw); 14. Mike Spear (Kaw); 15. Eric Sandstrom (Hon); 16. Lance Norick (Kaw); 17. Joseph Ellington (Hon); 18. Keith Mann (Yam); 20. James Wilson (Kaw); 21. Chuck Seguine (Hon); 22. John Young (Kaw); 23. Jason Didomeni (Kaw); 24. Joseph Fidco (Hon); 25. Scott McBrian (Kaw); 26. Bryan Lineman (Yam); 27. Jeff Pritchard (KTM); 28. Ted Orr (Hon). 29. Mark Bohenko (Yam); 30. John Rickel (Hon).
**Time:** 11 min., 45 sec.

**500 QUALIFIER 2:** 1. Andy Stacy (Kaw); 2. Jay Wentzel (Kaw); 3. Brian Carroll (Hon); 4. James Kapitan (Kaw); 5. Jason Buttle (Hon); 6. Fred Andrews (Hon); 7. Michael Moore (Kaw); 8. Tim Chapin (Hon); 9. Tommy Black (Hon); 10. Randy Miller (Hon); 11. Bart Lucas (Kaw); 12. Steven Brown (Hon); 13. Michael Dougherty (KTM); 14. Kenneth Napolitano (Kaw); 15. Jeff Pritchard (KTM); 16. Michael Murray (KTM); 17. Matthew Forman (Hon); 18. Andrew Gelhaus (Yam); 19. Brian Batterson (Yam); 20. Kenny Blackwell (Hon); 21. James Martenot (Hon); 22. Steve Bissinger (Kaw); 23. Bill Schmidt (Kaw); 24. Phillip Desousa (Kaw); 25. Lance Eubank (Kaw); 26. Michael Jones (Kaw); 28. Tim Schmelyun (Kaw); 29. Norman Herbert (Kaw).
**Time:** 11 min., 33 sec.

**500 CONSI:** 1. Lance Norick 2. Joseph Ellington; 3. Mike Spear; 4. Ted Orr; 5. Keith Mann; 6. Jason Didomeni; 7. John Young; 8. Eric Sandstrom; 9. Chuck Seguine; 10. Kenny Blackwell; 11. John Rickel; 12. Jeff Pritchard; 13. Steve Bissinger; 14. Matthew Forman; 15. Mark Bohenko; 16. Michael Murray; 17. Kenneth Napolitano; 18. Timothy Lariviere; 19. Joseph Fioco; 20. Brian Batterson; 21. James Wilson; 22. Scott McBrian; 23. Douglas Schopinsky; 24. Bryan Lineman.
**Time:** 12 min., 19.33 sec.

**500 MOTO 1:** 1. Jeff Ward (Kaw); 2. Jeff Stanton (Hon); 3. Johnny O'Mara (Kaw); 4. Rick Johnson (Hon); 5. Keith Bowen (Kaw); 6. Gene Naumec (Kaw); 7. Ty Davis (Hon); 8. Andy Stacy (Kaw); 9. Fred Andrews (Hon); 10. Kurt McMillen (Hon); 11. Phil Lawrence (Yam); 12. Dag Boyesen (Kaw); 13. Ray Sommo (Hon); 14. Jason Buttle (Hon); 15. Bryan Carroll (Hon); 16. Keith Johnson (KTM); 17. Jeff Glass (Hon); 18. James Kapitan (Kaw); 19. Michael Moore (Kaw); 20. Randy McCann (Kaw); 21. Earl May (Yam); 22. Daniel Jannette, Jr. (Kaw); 23. Rick Pinney (Hon); 24. Jay Wentzel (Kaw); 25. Jerry Seip, Jr. (Kaw); 26. Mike Spear (Kaw); 27. Michael Dougherty (KTM); 28. Keith Mann (Yam); 29. Dean Matson (Hon); 30. Ted Orr (Hon); 31. Steven Brown (Hon); 32. Brian Years (Hon); 33. Joseph Ellington (Hon); 34. Randy Miller (Hon); 35. Tommy Black (Hon); 36. Lance Norick (Kaw); 37. Jason Didomeni (Kaw); 38. Tim Chapin (Hon); 39. Rich Taylor (Hon); 40. Bart Lucas (Kaw).
**Time:** 38 min., 10.80 sec.

**500 MOTO 2:** 1. Jeff Stanton (Hon); 2. Jeff Ward (Kaw); 3. Johnny O'Mara (Kaw): 4. Keith Bowen (Kaw); 5. Gene Naumec (Kaw); 6. Phil Lawrence (Yam); 7. Fred Andrews (Hon); 8. Dean Matson (Hon); 9. Ty Davis (Hon); 10. Dag Boyesen (Kaw); 11. Rich Taylor (Hon); 12. Andy Stacy (Kaw); 13. Ray Sommo (Hon); 14. Earl May (Yam); 15. Brian Carroll (Hon); 16. James Kapitan (Kaw); 17. Jeff Glass (Hon); 18. Jay Wentzel (Kaw); 19. Michael Moore (Kaw); 20. Jerry Seip, Jr. (Kaw); 21. Rick Pinney (Hon); 22. Brian Years (Hon); 23. Randy McCann (Kaw); 24. Michael Dougherty (KTM); 25. Mike Spear (Kaw); 26. Keith Mann (Yam); 27. Jason Didomeni (Kaw); 28. Randy Miller (Hon); 29. Steven Brown (Hon); 30. Bart Lucas (Kaw); 31. Tommy Black (Hon); 32. Daniel Jannette, Jr. (Kaw); 33. Rick Johnson (Hon); 34. Keith Johnson (KTM); 35. Kurt McMillen (Hon); 36. Joseph Ellington (Hon); 37. Tim Chapin (Hon); 38. Jason Buttle (Hon); 39. Ted Orr (Hon); 40. Lance Norick (Kaw).
**Time:** 38 min., 19.13 sec.

**500 O/A:** 1. Jeff Stanton (Hon); 2. Jeff Ward (Kaw); 3. Johnny O'Mara (Kaw); 4. Keith Bowen (Kaw); 5. Gene Naumec (Kaw); 6. Fred Andrews (Hon); 7. Ty Davis (Hon); 8. Phil Lawrence (Yam); 9. Andy Stacy (Kaw): 10. Dag Boyesen (Kaw); 11. Rick Johnson (Hon); 12. Ray Sommo (Hon); 13. Dean Matson (Hon); 14. Brian Carroll (Hon); 15. Kurt McMillen (Hon); 16. Rich Taylor (Hon); 17. James Kapitan (Kaw); 18. Jeff Glass (Hon); 19. Earl May (Yam); 20. Jason Buttle (Hon); 21. Keith Johnson (KTM); 22. Michael Moore (Kaw); 23. Jerry Wentzel (Kaw); 24. Jerry Seip, Jr. (Kaw); 25. Randy McCann (Kaw).

**125 QUALIFIER 1:** 1. Doug Dubach (Yam); 2. Eric McClear (Yam); 3. Jeromy Buehl (Suz); 4. Steven Herman (Yam); 5. Carlo Coen (Suz); 6. David Antonucci (Hon); 7. Bruce Stratton (Yam); 8. Chad DeHoop (Suz); 9. Greg Nelson (Suz); 10. Tom Welch (Yam); 11. Tom Licata (Kaw); 12. Trevor Vines (Hon); 13. Willian Dill (Yam); 14. Shane Templeton (Suz); 15. Mark Schroeder (Kaw); 16. Steven Lemon (Kaw); 17. Paul Bicsak (Yam); 18. Stanley Nepa (Yam); 19. Mark Antalek (Hon); 20. Chris Gavlak (Kaw); 21. James Fisher (Yam); 22. David Carhan (Suz); 23. Mark Hopkins (Hon); 24. Alan Poltack (Yam); 25. Gary Michael (Kaw); 26. Todd Borelli (Kaw).
**Time:** n/a

**125 QUALIFIER 2:** 1. Doug Henry (Yam); 2. Ty Wallace (Kaw); 3. Grayson Goodman (Suz); 4. David Gaylord (Suz); 5. Cliff Palmer (Suz); 6. David Castillo (Suz); 7. James McIlvaine (Hon); 8. Jason Young (Suz); 9. Todd Dippel (Suz); 10. John Burfeind (Suz); 11. Terry Kuhn (Hon); 12. Allen Gavlak (Kaw); 13. Brian Cavanaugh (Suz); 14. Craig Nason (Suz); 15. Herbert Tomkins (Kaw); 16. Mark Pillion (Hon); 17. Robert Nessel (Kaw); 18. David Barrett (Suz); 19. Peter Collins (Suz); 20. Mike Michels (Kaw); 21. Paul Van Hatten (Kaw); 22. Peter Hogan (Hon); 23. Kevin Larner (Hon); 24. Scott Sladovnik (Hon); 25. Deron Clark (Kaw); 26. Eric Koch (Hon); 27. Gaylord Dickson (Kaw).
**Time:** 11 min., 37.31 sec.

**125 QUALIFIER 3:** 1. Damon Bradshaw (Yam); 2. Larry Ward (Suz); 3. Ryan Hughes (Kaw); 4. Ron Tichenor (Suz); 5. Barry Carsten (Suz); 6. Todd DeHoop (Suz); 7. Jason Gray (Suz); 8. David Beckington (Suz); 9. Chad Pederson (Yam); 10. Mike LaRocco (Suz); 11. Kevin Walker (Yam); 12. Michael McDonald (Hon); 13. Lance Smail (Suz); 14. Tony Graves (Suz); 15. Dennis Tomkins (Kaw); 16. Marc Tiesler (Hon); 17. Paul Hilario (Kaw); 18. Barney Barnett (Hon); 19. Martin Merz (Kaw); 20. James Coy (Hon); 21. Jason Rivas (Suz); 22. Steve Earnest (Hon); 23. Timothy Beachak (Hon); 24. David Fantini (Hon); 25. Mark Patterson (Kaw); 26. Gary Moth (Hon).
**Time:** 11 min., 05.56 sec.

**125 CONSI 1:** 1. Robert Nessel; 2. Gregory Kreinbrook; 3. Greg Nelson; 4. Todd Dippel; 5. Tom Welch; 6. Trevor Vines; 7. Mark Schroeder; 8. William Dill; 9. Terry Kuhn; 10. Shane Templeton; 11. Steven Lemon; 12. Todd Borelli; 13. Chris Gavlak; 14. Peter Collins; 15. Gary Michael; 16. Mark Antalek; 17. Stanley Nepa; 18. Herbert Tomkins; 19. David Carhan; 20. Kevin Larner.
**Time:** 12 min., 10.25 sec.

**125 CONSI 2:** 1. Mike LaRocco; 2. Chad Pederson; 3. Kevin Walker; 4. Lance Smail; 5. Jason Rivas; 6. Michael McDonald; 7. Mark Pillion; 8. Eric Koch; 9. Mark Tiesler; 10. Dennis Tomkins; 11. Tony Graves; 12. James Coy; 13. Barney Barnett; 14. Paul Hilario; 15. Mike Michels; 16. John Burfeind; 18. Allen Gavlak; 19. Gary Moth; 20. Martin Merz; 21. Peter Hogan; 22. Craig Mason; 23. Scott Sladovnik; 24. Jeffrey Yentzer; 25. Timothy Beachak; 26. David Fantini; 27. Mark Patterson; 28. Douglas Fleming.
**Time:** 11 min., 30.39 sec.

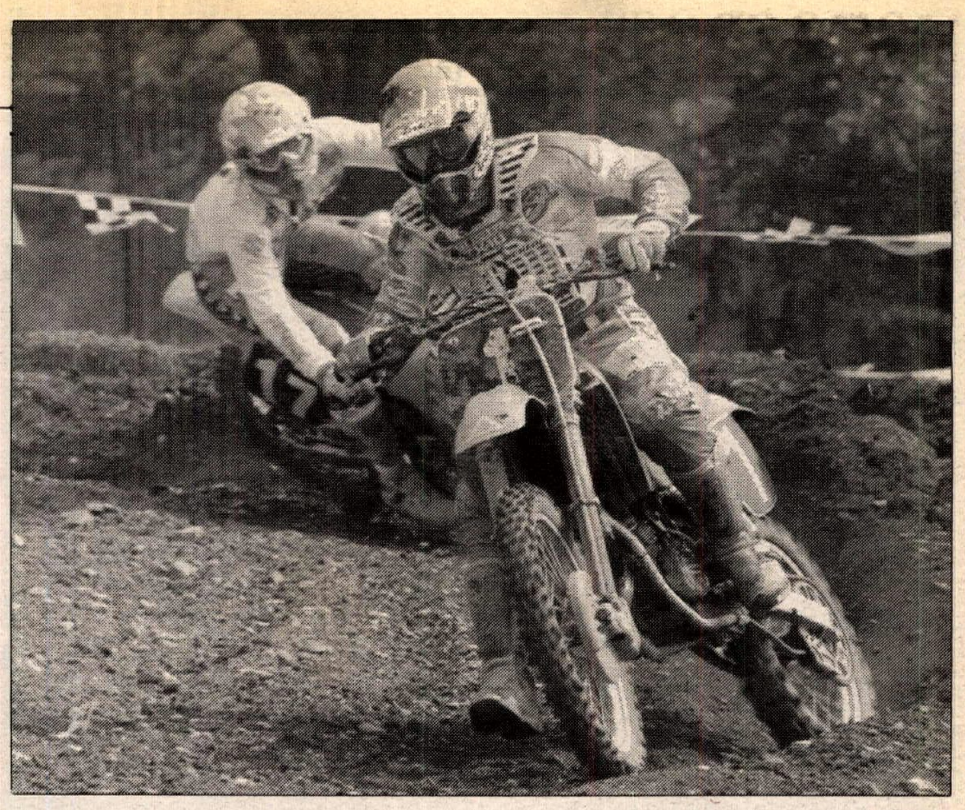
**125 MOTO 1:** 1. Mike Kiedrowski (Hon); 2. Larry Ward (Suz); 3. Damon Bradshaw (Yam); 4. Doug Dubach (Yam); 5. Ronnie Tichenor (Suz); 6. Guy Cooper (Suz); 7. Doug Henry (Yam); 8. Mike LaRocco (Suz); 9. Jeff Emig (Kaw); 10. Ryan Hughes (Kaw); 11. Eric McClear (Yam) 12. Jeromy Buehl (Suz); 13. Denny Stephenson (Suz); 14. Chad Pederson (Yam); 15. Barry Carsten (Suz); 16. Ty Wallace (Kaw); 17. Carlo Coen (Suz); 18. Grayson Goodman (Suz); 19. David Beckington (Suz); 20. David Antonucci (Hon); 21. Jeff Matiasevich (Kaw); 22. Steven Herman (Yam); 23. David Gaylord (Suz); 24. Cliff Palmer (Suz); 25. Todd DeHoop (Suz); 26. Bruce Stratton (Yam); 27. Jason Young (Suz); 28. David Castillo (Suz); 29. Jason Rivas (Suz); 30. Greg Nelson (Suz); 31. James McIlvaine (Hon); 32. Chad DeHoop (Suz); 33. Buddy Antunez (Suz); 34. Todd Dippel (Suz); 35. Robert Nessel (Kaw); 36. Kevin Walker (Yam); 37. Tallon Vohland (Kaw); 38. Lance Smail (Suz); 39. Greg Kreinbrook (Suz); 40. Jason Gray (Suz).
**Time:** 35 min., 37.02 sec.

**125 MOTO 2:** 1. Mike Kiedrowski (Hon); 2. Larry Ward (Suz); 3. Ronnie Tichenor (Suz); 4. Mike LaRocco (Suz); 5. Damon Bradshaw (Yam); 6. Jeff Emig (Kaw); 7. Tallon Vohland (Kaw); 8. Doug Henry (Yam); 9. Guy Cooper (Suz); 10. Jeff Matiasevich (Kaw); 11. Ryan Hughes (Kaw); 12. Buddy Antunez (Suz); 13. Doug Dubach (Yam); 14. Jeromy Buehl (Suz); 15. Steven Herman (Yam); 16. Denny Stephenson (Suz); 17. David Beckington (Suz); 18. Kevin Walker (Yam); 19. Grayson Goodman (Suz); 20. Ty Wallace (Kaw); 21. Carlo Coen (Suz); 22. Jason Young (Suz); 23. David Gaylord (Suz); 24. David Castillo (Suz); 25. Cliff Palmer (Suz); 26. David Antonucci (Hon); 27. Jason Rivas (Suz); 28. Greg Nelson (Suz); 29. Robert Nessel (Kaw); 30. Barry Carsten (Suz); 31. Todd DeHoop (Suz); 32. Chad Pederson (Yam); 33. Bruce Statton (Yam); 34. Chad DeHoop (Suz); 35. Eric McClear (Yam); 36. Todd Dippel (Suz); 37. James McIlvaine (Hon); 38. Lance Smail (Suz); 39. Gregory Kreinbrook (Suz); 40. Jason Gray (Suz).
**Time:** 35 min., 53.79 sec.

**125 O/A:** 1. Mike Kiedrowski (Hon); 2. Larry Ward (Suz); 3. Ronnie Tichenor (Suz); 4. Damon Bradshaw (Yam); 5. Mike LaRocco (Suz); 6. Jeff Emig (Kaw); 7. Doug Henry (Yam); 8. Guy Cooper (Suz); 9. Doug Dubach (Yam); 10. Ryan Hughes (Kaw); 11. Jeromy Buehl (Suz); 12. Tallon Vohland (Kaw); 13. Denny Stephenson (Suz); 14. Jeff Matiasevich (Kaw); 15. Eric McClear (Yam); 16. Buddy Antunez (Suz); 17. Chad Pederson (Yam); 18. Steven Herman (Yam); 19. David Beckington (Kaw); 20. Ty Wallace (Kaw); 21. Barry Carsten (Suz); 22. Grayson Goodman (Suz); 23. Carlo Coen (Suz); 24. Kevin Walket (Yam); 25. David Antonucci (Hon).

**500 NATIONAL CHAMPIONSHIP MX POINT STANDINGS:** 1. Jeff Stanton (141); 2. Jeff Ward (139); 3. Johnny O'Mara (111); Rick Johnson (92); 5. Keith Bowen (86); 6. Ty Davis (67); 7. Gene Naumec (65); 8. Dean Matson (58); 9. Kurt McMillen (51); 10. Phil Lawrence (45); 11. Jimmy Button (44); 12. Gred Andrews (40); 13. (TIE) Dag Boyesen/Mike Fisher (38); 15. Jason Buttle (31); 16. James Kapitan (28); 17. (TIE) Greg Zitterkopf/Scott Brown (25); 19. Keith Johnson (23); 20. Dennis Hawthorn (20).

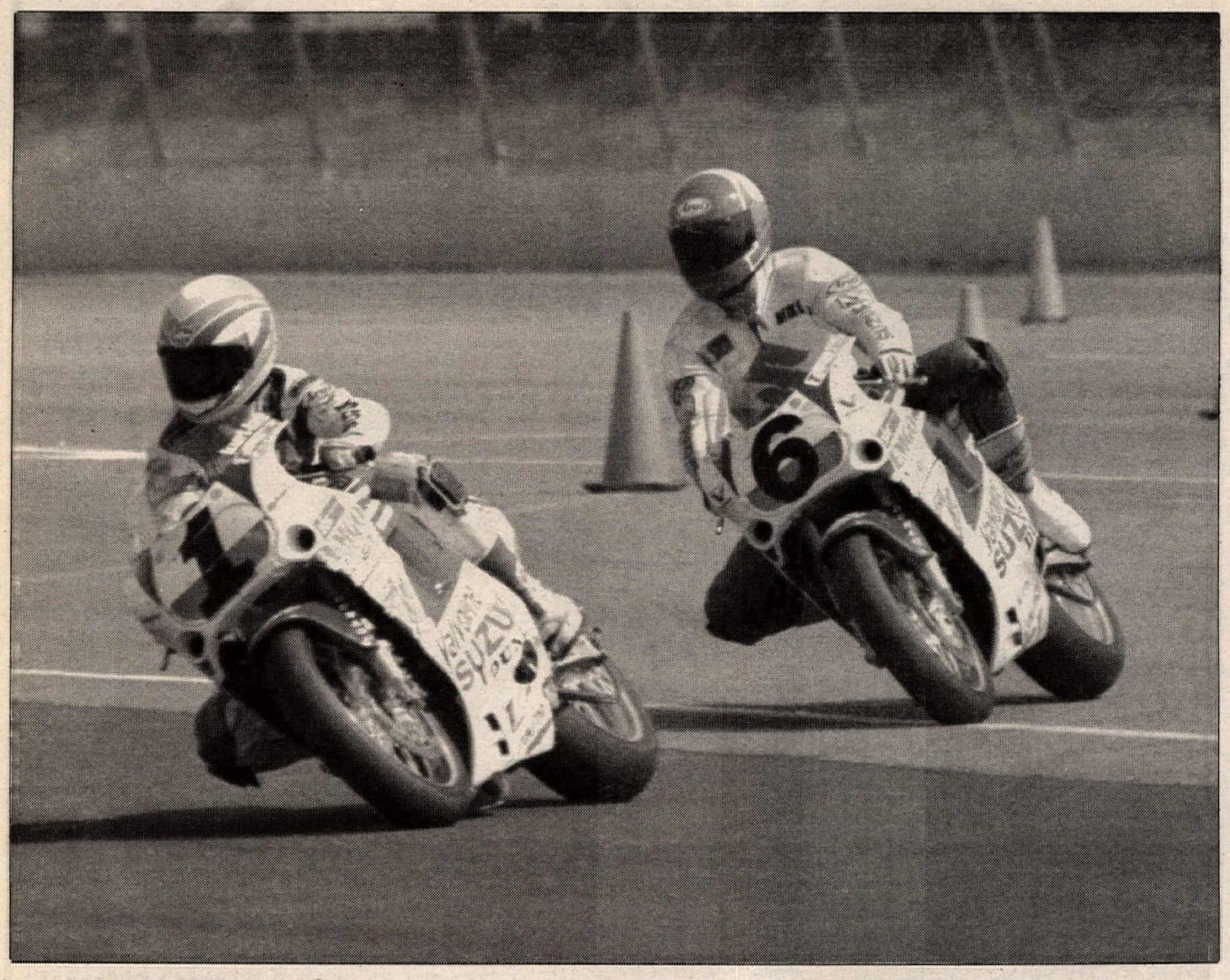
**125 NATIONAL CHAMPIONSHIP MX POINT STANDINGS:** 1. Guy Cooper (399); 2. Mike Kiedrowski (380); 3. Jean-Michel Bayle (315); 4. Jeff Matiasevich (281); 5. Tallon Vohland (275); 6. Jeff Emig (227); 7. Buddy Antunez (214); 8. Rodney Smith (162); 9. Denny Stephenson (159); 10. Steve Lamson (133); 11. Larry Ward (122); 12. (TIE) Mike LaRocco/Jeromy Buehl (116); 14. Ryan Hughes (96); 15. Barry Carsten (89); 16. Damon Bradshaw (76); 17. Grayson Goodman (65); 18. Doug Henry (56); 19. Chad Pederson (55); 20. Ronnie Tichenor (49).



**Larry Ward (17) chased Mike Kiedrowski (1) for the overall in the second 125cc moto. Kiedrowski took the win, gaining 23 championship points on Guy Cooper.**

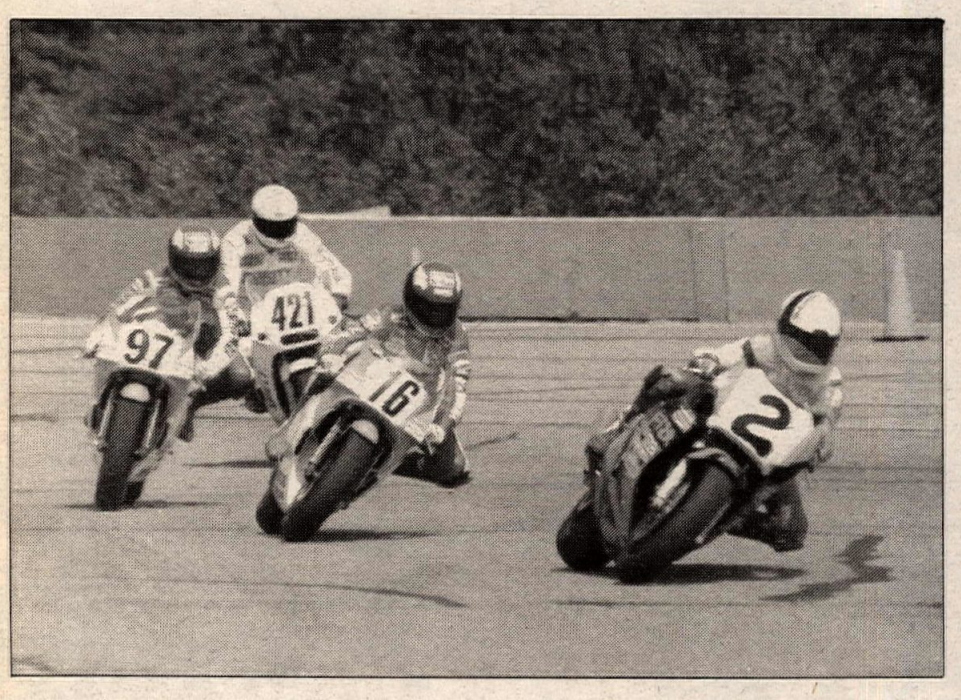
**Guy Cooper (4) fell in moto one after clipping Doug Dubach's (7) bike.**

# ROAD RACE WERA Pro Series: Round 7



Kurt Hall (1) leads Mike Smith (6) during the F-USA final in Pocono. The win was Hall's first in the series in 1990.

Steve Rodden (2), Robbie Petersen (16), Rich Oliver (97) and Fritz Kling (421) do battle. Oliver rode the Yamaha TZ250 to fourth and Rodden was fifth.



Defending class champion Hall celebrated his first win of the season.

# Hall rekindles the flame at Pocono Cycle Jam

By Steve Hegg

LONG POND, PA, AUG. 25-26

Defending WERA Formula USA National Champion Kurt Hall outdueled his Team Suzuki Endurance teammate Mike Smith to notch his first F-USA victory of 1990 at Pocono International Raceway.

Hall and Smith entertained the crowd with a brilliant 20-lap display of high-speed racing, with Hall taking the checkered flag by a scant .29 of a second margin after 50 hard-fought miles. Privateer Yamaha rider Mike Harth also put in a hard ride on a second-string motor to finish a distant but rock-solid third over Team Marlboro Roberts Yamaha's Rich Oliver.

Simply put, the raw horsepower of the Keith Perry-tuned Team Suzuki monsterbikes could not be challenged on the two half-mile straights of the Pocono superspeedway, as Hall and Smith consistently posted 165-plus mph trap speeds.

And while those with the horses were happy, others such as Pocono first-timer Robbie Petersen of Team Marlboro were less than enchanted. Petersen was displeased with the bumpy track surface and narrow infield section, and having abandoned the nitrous oxide-injection systems he and teammate Oliver had used previously on their TZ250s, the duo were down some 15 mph on the long straightaways.

Friday's practice was eventful for two of Sunday's top-10 finishers. Harth broke a crankshaft and had to switch to his back-up motor, while Smith crashed after a vicious tankslapper while accelerating from the infield to the superspeedway, crushing the bike's front wheel and requiring stitches in his elbow.

Harth, Britt Turkington and Jeff Hagan could only follow as Smith and Hall nailed the start and left the others behind in heat race one. Smith got the better drive off the final turn and nipped Hall by .33 of a second at the stripe.

Moto Liberty's Tatsuro Arata rode his Yamaha FZR1000-powered OW01 to a four-second margin of victory over Oliver in heat race two, with the Human Race Team's Steve Rodden and Petersen close behind.

Hall and Smith led the 38-rider field down the front straight and into turn one to begin the final, with Harth, Arata and Turkington trying to reel them in. Oliver and Petersen had mediocre starts and ran seventh and eighth.

By the fourth lap, Smith narrowly led Hall, with Harth hanging tough one second behind. Arata, Turkington and Rodden battled for fourth as Oliver began to march toward them.

Hall tasted the lead for the first time on lap seven when he outbraked Smith into turn one, getting out of shape at the exit but retaining the lead.

Smith regained the lead from Hall on lap eight, with Harth now two seconds back. Oliver swung his nimble 250 inside Rodden's 1000cc Yamaha endurance bike to claim fourth place.

Further back, Jimmy Adamo held a lonely seventh place on his GiaCaMoto Ducati while Petersen, Fritz Kling and Andy Fenwick battled for eighth.

Turkington had problems. First he got into turn one hot and ended up motocrossing across the dirt, dropping from fifth to ninth; then he nearly rear-ended a suddenly slowing backmarker. Nevertheless, the Texan Suzuki rider passed Adamo for seventh and began closing on Arata in sixth. Rodden seemingly had a lock on fifth, but T-boned a downed backmarker's machine and went tumbling into the dirt.

At the checkers it was Hall over Smith in a decisive Team Suzuki 1-2 finish, with Harth 10 seconds behind in third. Oliver was an additional three seconds back in fourth, while Arata held off a late charge by Turkington for fifth.

With his win, Hall felt he'd redeemed himself as the number one plate-holder but thought he had handed the win to Smith after a last-second mistake.

"I got the worst drive out of the chicane. I thought, 'I'm history now,' but I just tucked in as tight as I could and held on for the win," Hall said.

Hall's win moved him past the absent Scott Gray to take fourth place in the series point standings, while Smith's second to Oliver's fourth boosted Smith's points lead to 13; three rounds remain in the series.

### Sprint races

Hall got right back on track for the A Superstock race, held following the F-USA final, and he appeared strong enough to post another win. However Turkington had a score to settle with Hall after losing to him in a recent club race, and the Texan burst into the lead on lap four, then pulled out a several second advantage on his way to the win.

While Hall wasn't tiring, his Suzuki was, allowing Kevin Rentzell and David Deveau to challenge him for second. Deveau crashed uninjured entering the chicane on lap eight, and could only watch as Turkington, Hall and Rentzell earned the top prizes.

Hall did win the B Superstock race, held just after the F-USA heats, as he put on a flawless display of consistent riding. Michael Martin, Deveau, Turkington and Rentzell had a close race for second, with Martin earning second over Deaveu and Turkington. Rentzell overshot turn one, handing fifth place to Chris Martone.

Rentzell, Turkington and Deveau returned in C Superstock, and along with Titian Bue and Chris Reimer they put on a thrilling battle. Rentzell and Bue traded the lead several times with Deveau and Reiner in hot pursuit, eventually leaving Turkington behind in fifth. In the day's closest finish, Rentzell pulled out of Bue's draft at the last instant to secure a half-bike length victory. CN

## Results

**F-USA:** 1. Kurt Hall (Suz); 2. Mike Smith (Suz); 3. Mike Harth (Yam); 4. Rich Oliver (Yam); 5. Tatsuro Arata (Yam); 6. Britt Turkington (Suz); 7. James Adamo (Duc); 8. Robbie Petersen (Yam); 9. Andy Fenwick (Yam); 10. Fritz Kling (Yam); 11. Jeff Hagan (Suz); 12. William Himmelsbach (Yam); 13. Martin Miller (Suz); 14. Chris Martone (Suz); 15. Joseph Milenasi (Suz).
**Time:** 32 min., 7.23 sec.
**Distance:** 20 laps, 50 miles
**Average Speed:** 93.399 mph
**Margin of Victory:** .29 sec.

**WERA F-USA POINT STANDINGS:** 1. Mike Smith (107); 2. Rich Oliver (94); 3. Mike Harth (74); 4. Kurt Hall (59); 5. Scott Gray (50); 6. Tatsuro Arata (39); 7. Robbie Petersen (37); 8. Jeff Hagan (33); 9. (TIE) Scott Russell/Fritz Kling (31); 11. (TIE) Rick Kirk/Brian Bernard (30); 13. Britt Turkington (28); 14. Dale Quarterley (22); 15. Andy Fenwick (18).

**F-2 EX:** 1. William Himmelsbach (Yam); 2. Jim Bonner (Yam); 3. Taylor Massey (Yam); 4. Mark Rowe (Yam); 5. William McGill (Hon).

**F-2 NOV:** 1. Thornton McPheeters (Yam); 2. Mike Himmelsbach (Yam); 3. Ken Pruitt (Yam); 4. Andrew Perkins (Hon); 5. Tom Morgan (Yam).

**F-3 EX:** 1. Frank Brotz (Hon); 2. Frank Slaughter (Kaw); 3. Al Lainhart (MBA); 4. Carl Kalleelz (Kaw); 5. Harry Morse (Hon).

**F-3 NOV:** 1. Delbert Levy (Hon); 2. Mark Russell (Hon); 3. Al Clawson (Kaw); 4. John Livergood (Hon); 5. Donald Treese (Hon).

**A S/BK EX:** 1. Tatsuro Arata (Yam); 2. Fritz Kling (Yam); 3. Jay Bartlow (Suz); 4. Joseph Milenasi (Suz); 5. Andy Caperones (Suz).

**A S/BK NOV:** 1. Tom Wilson (Suz); 2. David McGrath (Suz); 3. Brett Metzger (Suz); 4. Dale Baker (Suz); 5. Robert Haines (Yam).

**A S/STK:** 1. Britt Turkington (Suz); 2. Kurt Hall (Suz); 3. Kevin Rentzell (Suz); 4. Joseph Milenasi (Suz); 5. Jeff Hagan (Suz).

**A PROD EX:** 1. Taylor Massey (Kaw); 2. Robert Wrublevski (Yam); 3. David Ross (Suz); 4. John Marunich (Yam); 5. Kerry Sherman (Suz).

**A PROD NOV:** 1. Dean Hayes (Yam); 2. Tom Wilson (Suz); 3. Brett Metzger (Suz); 4. Douglas Arter (Hon); 5. Dale Baker (Suz).

**B S/BK EX:** 1. Chris Martone (Suz); 2. Titian Bue (Yam); 3. Chris Reiner (Yam); 4. Joseph Milenasi (Suz); 5. Jay Bartlow (Suz).

**B S/BK NOV:** 1. Tom Wilson (Suz); 2. Jeffrey Taylor (Suz); 3. David McGrath (Suz); 4. Brett Metzger (Suz); 5. William Hausler (Suz).

**B S/STK:** 1. Kurt Hall (Suz); 2. Michael Martin (Suz); 3. David Deveau (Suz); 4. Britt Turkington (Suz); 5. Chris Martone (Suz).

**B PROD EX:** 1. Taylor Massey (Kaw); 2. Kevin Warner (Suz); 3. Kerry Sherman (Suz); 4. Robert Wrublevski (Yam); 5. Tom Dunn (Suz).

**B PROD NOV:** 1. Dean Hayes (Yam); 2. David McGrath (Suz); 3. Tom Wilson (Suz); 4. David Thayer (Suz); 5. Paul Volpe (Suz).

**C S/BK EX:** 1. Steve Rodden (Yam); 2. Kevin Rentzell (Yam); 3. Martin Miller (Suz); 4. Chris Reiner (Yam); 5. John Condron (Yam).

**C S/BK NOV:** 1. Dean Hayes (Yam); 2. Evan Semoff (Hon); 3. Russell Thornley (Yam); 4. Daniel Josephs (Yam); 5. Douglas Arter (Hon).

**C S/STK:** 1. Kevin Rentzell (Yam); 2. Titian Bue (Yam); 3. David Deveau (Suz); 4. Chris Reiner (Yam); 5. Britt Turkington (Suz).

**C PROD EX:** 1. Robert Wrublevski (Yam); 2. Stevie Patterson (Yam); 3. John Marunich (Yam); 4. Matthew Winnacker (Kaw); 5. Don Willmot Jr. (Yam).

**C PROD NOV:** 1. Dean Hayes (Yam); 2. Darryl Saylor (Yam); 3. Douglas Arter (Hon); 4. Evan Semoff (Hon); 5. Ronnie Crum (Yam).

**D S/BK EX:** 1. Thomas Montano (Yam); 2. Bobby Bossardet (Yam); 3. William Himmelsbach (Yam); 4. Marty Lentz (Yam); 5. Doug Griffin (Yam).

**D S/BK NOV:** 1. Mike Himmelsbach (Yam); 2. Ken Pruitt (Yam); 3. Tom Morgan (Yam); 4. Brian Conley (Yam); 5. Roy Nicholson (Hon).

**D PROD EX:** 1. Matthew Winnacker (Yam); 2. Doug Griffin (Yam); 3. Marty Lentz (Yam); 4. Dan Reif (Yam); 5. James Selitto (Yam).

**D PROD NOV:** 1. Roy Nicholson (Hon); 2. Carl Rowlands (Hon); 3. Darryl Allen (Yam); 4. Brian Conley (Yam); 5. Christopher Smith (Yam).

**CLBMN EX:** 1. Keith Wakefield (Hon); 2. William Cardell (Yam); 3. Winfried Hopp (Hon); 4. Chuck Hess (Hon); 5. Eric Littlefield (Yam).

**CLBMN NOV:** 1. Leo Huggins (Yam); 2. Christion Eklund (Yam); 3. Jeff Bandstra (Hon); 4. Louis Simonavich (Hon); 5. Jim Serfass (Yam).

**VINT 5:** 1. Bill Himmelsbach (Suz); 2. Thomas Dettorre (Kaw); 3. Broderick Walker (Suz); 4. Bob Newby.

**VINT 4:** 1. Pat Moroney (H-D); 2. Karl Meyers; 3. Jesse Morris (Tri); 4. Broderick Walker (Hon); 5. George Mood (BMW).

**VINT 3:** 1. Jesse Morris (Tri); 2. Kristopher Bernstein (Suz).

**VINT 2:** 1. Jake Coye.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# ROAD RACE World Championship Road Race Series: Round 13

Californian Wayne Rainey (2) led the pack early in the Czechoslovakian Grand Prix and went on to win, claiming his first-ever 500cc World Championship.

# Rainey sits atop the world in Czecho

By Henny Ray Abrams

BRNO, CZECHOSLOVAKIA, AUG. 26

Team Marlboro Roberts Yamaha's Wayne Rainey won his first 500cc World Championship at the Czechoslovakian Grand Prix and he did it with style.

Needing only a third place in any of the final three races to clinch his first title, the 29-year-old Californian could easily have taken the conservative approach, but he didn't. Instead, he took over the lead from Rothmans Honda's Wayne Gardner on the 11th of 23 laps around the 3.35-mile Brno circuit and sprinted away to his seventh victory of the year, winning by a margin of 2.003 seconds, though he slowed on the final straightaway to acknowledge his crew, who'd unfurled a championship banner, and the crowd of 65,000.

He had, in fact, clinched the title much earlier, though he refused to allow himself to believe it. Team Lucky Strike Suzuki's Kevin Schwantz, the only other rider in the title hunt, crashed on the third lap, his bike catching fire, his championship hopes and another season going up in flames.

"I can hardly describe the feeling on the last lap," a champagne-drenched Rainey said in a post-race press conference. "As I crossed the line the tears welled up in my eyes. I knew when I crossed the line I had it. I knew it was done."

Rainey's teammate Eddie Lawson finished third, but in a display of distemper that can generously be described as extremely ungracious, grew impatient after waiting for a few minutes for Rainey at the podium and left. When a team member went to find him, he was packing his bags and getting ready to leave the circuit. Rainey said later that Lawson had congratulated him on the cool-off lap.

Lawson has reportedly been unhappy with what he feels is preferential treatment Rainey has been getting in machine preparation, telling a British journalist who works for Marlboro that the "bike wouldn't get out of its own way" and that he wouldn't be riding in the following week's Grand Prix in Hungary.

Fourth behind Lawson was Schwantz's teammate Niall Mackenzie, who admitted his machine was faster on the straights than Lawson's, with Spaniard Juan Garriga fifth, his best finish ever on the Ducados Yamaha.

Rainey won the 23-lap, 77.1 mile race in 47 minutes, 50.847 seconds at an average speed of 96.672 mph.

The 250cc race appeared to be a runaway victory for West Germany's Helmut Bradl and the HB Honda, until the final two laps. Bradl, who'd built up a six-second lead for much of the 20-lap race, found his tires were completely worn with two laps to go and on the final lap was overtaken by Repsol Honda's Carlos Cardus and Marlboro Roberts Yamaha's John Kocinski, who'd had a spirited battle for second for the entire race.

Cardus took the checkered flag .887 second ahead of Kocinski with Bradl crossing the line about four-tenths of a second later.

As he celebrated the victory by standing on the pegs at the end of the front straight, Cardus gave the frustrated Kocinski a hand gesture that Spaniards consider their most offensive. It was clearly seen on the television broadcast, which was being shown live in Spain, and shortly after the race Cardus's mother phoned the Brno circuit to dress down her son, something his wife had earlier done.

There can be no denying the emnity between Cardus and Kocinski, however. Kocinski, like Lawson, had thought of skipping the podium celebration, but was convinced otherwise. He refused to acknowledge Cardus's presence, not surprising since the Spaniard now holds a 10-point lead in the championship with two races to go.

Afterwards Kocinski accused Bradl of intentionally slowing to let Cardus past and Cardus countered by saying that Kocinski was riding far too aggressively.

Fourth and fifth today went to Marlboro Yamaha Agostini's Luca Cadalora and Rothman Honda's Dominique Sarron, respectively.

Cardus, who averaged 93.956 mph in winning the 67-mile race, his fourth win of the year, leads Kocinski 193 to 183. Cadalora is a distant third with 156.

Also holding a 10 point lead in the championship is West German Stefan Prein — second today — though his is in the 125cc class. The Lanson Honda rider battled the entire race with Honda Sharp-Samson's Hans Spaan who nipped him at the line by .223 second.

A six-rider pack, led by Italian Alessandro Gramigni, finished within a second of each other just 1.7 seconds behind Prein.

Prein leads Spaan 159 to 149 with Italian Loris Capirossi, a non-finisher today, third with 142 points.

In the sidecar class, the Franco-British team of Alain Michel and Simon Birchall took over the championship lead by two points over Britain's Steve Webster and Gavin Simmons by winning their second race in a row and fifth of the year. Michel/Birchall led from the third of 17 laps, taking the checkered flag 3.765 seconds ahead of Webster. The Swiss Zurbruegg brothers were third, another four seconds adrift.

With one race remaining, and Michel holding a two-point lead, 168-166, Webster needs to win the final race in order to keep his World Championship crown for a third year.

### 500cc Qualifying

From the first session on it was clear that if you wanted the pole position you'd have to be quicker than Schwantz. The Texan was nearly half a second faster than anyone else after the first session and, though he would only improve another .133 second, it would be enough for his seventh pole of the year.

He set his fast time, a 2:02.725 (98.322 mph) in the third of four sessions, then used the fourth to experiment.

"I tried some more chassis adjustments this afternoon — raising the rear ride height to make the front end more stable. It made the bike heavier to steer, so we'll go back to the way it was this morning," he said.

A bigger problem for Schwantz recently has been his starts. Carburetion changes have caused him to get off the line poorly and he was hopeful that wouldn't reoccur.

"I hope we've got the starting problem fixed," he said. "We've altered the jetting a bit after we discovered it was too rich low down and wouldn't overrev at the start as you need to. I went fast this morning and could have done the same yesterday if I hadn't fallen."

Schwantz had crashed, unhurt, in a right-hand bend when his front end tucked under. He was at a loss to explain it, though he did say there were quite a few parts of the track where water seeped up through cracks in the surface.

Second fastest, .609 behind Schwantz, was Gardner, who also crashed, though he wasn't able to escape injury. He cracked the scaphoid bone in his right wrist, causing swelling and a loss of feeling to his hand. The injury is commonly known as carpal tunnel syndrome.

"Both times I steered in with the rear brake and with the carbon rear (brake) the hotter it gets the harder it bites," he explained. "The tires were cold on the left side as well."

For the final two sessions, Gardner discovered that after three or four laps he lost sensation in his hand. "My heart's in my mouth," when he goes for the brakes, he said. "I'm not sure if I have the lever or not."

His team has worked out a compromise on the front for Gardner with one steel disc and one carbon. The discs are on opposite sides on the two machines though he would race with the carbon disc on the right fork leg. Gardner said that using the two carbons "frightens the $%#¢ out of me."

Rainey was third fastest, unable to improve on his first session 2:03.4 and with a lot more than pole position on his mind.

"Well, I guess I'm trying but I can't seem to put in that extra bit of effort," he said after the first day's practice. "I saw a lot of guys crash in the afternoon session and that's making me cautious."

A day later Rainey said he was still being cautious. "All through practice I've been trying to keep the bike on two wheels and the four sessions have really dragged along. I've been waiting for tomorrow all week. I'd just like to ride like I've been riding all year. I've got to try to stay with Eddie and Kevin and I'm going to have to race to do that

I know if I just let the other guys go, it's difficult to keep concentration. I'd much prefer to be dicing with them."

Lawson was fourth fastest, his best lap of 2:03.525 coming in the final session and his best lap in each of the four of the sessions differing by less than two-tenths of a second. He might have gone faster in the final session, but crashed in the third, slightly injuring his left wrist.

"I'm not really sure what happened," Lawson said. "I got on the throttle a little too hard and the tire was a little shiny on the left side and I went on my head. It needed one more lap. My left wrist is a little sore. It's hard to go in left-hand corners. I had the wind knocked out of me and couldn't breathe for a few seconds."

Of his machine, Lawson said: "The bike is handling well, but this track is hard on the front. No matter how well your chassis is working or how good your tires are, the front is always pushing. We know there's nothing we can do to get rid of it because it's the track, not the bikes. Really, we're just doing the normal here — getting the chassis set up, though we could do with a little more top speed."

Lawson said that for the race if he could stay with Schwantz the first few laps he "may be able to pull this one off." Lawson is still looking for his first win of the year, and should he fail it would be the first time since his rookie season that he's failed to win a GP.

The second row was led by Rothmans Honda's Mick Doohan who was racing at Brno for the first time, though he'd tested here the previous weekend and was grateful for it.

"It didn't take me long to realize that the big thing here is front tire grip," he said. "Because so many of the corners drop away from you the front tire is pushing all the time. So it's hard to keep your rolling speed up and if you try to get on the throttle early, the back just comes round onto full lock."

Because the competition for the Michelin "A-grade" tires had come down to Doohan and Mackenzie, both riders were getting them from the first session onward making bike setup more consistent. Mackenzie, fourth fastest, is the only rider to have also ridden the works Yamahas and Hondas around Brno and found the Suzuki was best suited for the track. And since his setup was basically set from the first session, it came down to testing tires.

"I had already found a good front tire yesterday and I tried three different rear tires this afternoon," the Scot said. "None of them were as good as the one I had this morning so that is the one I'll use for the race."

Seventh and eighth fastest were the first two Dunlop-shod machines belonging to Ducados Yamaha's Garriga and Gauloises Blondes Yamaha's Christian Sarron. Sarron was being careful on Friday because he'd seen a number of crashes and "since I am not allowed to crash anymore."

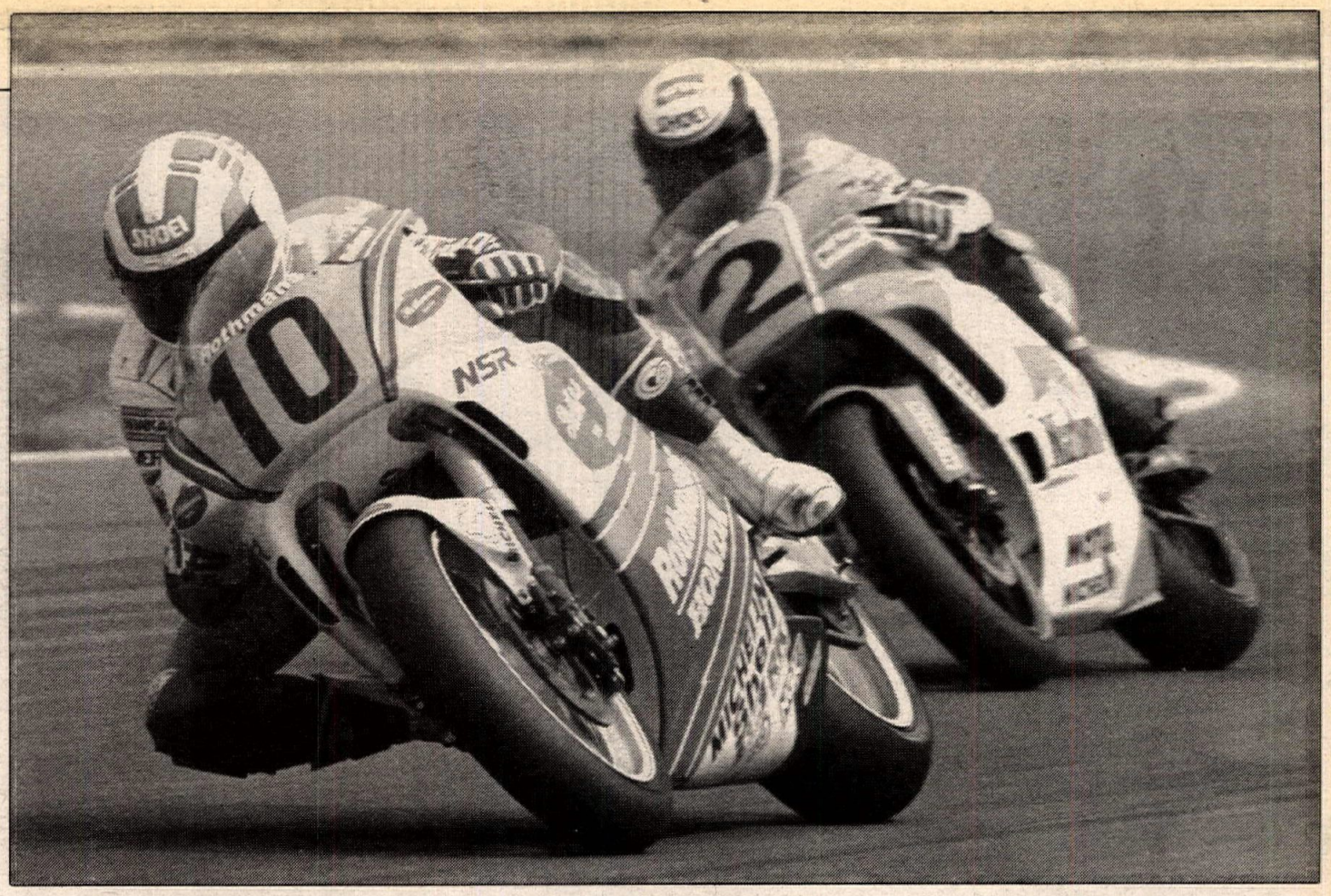
But on Friday he nearly crashed when he scraped his fairing on the ground and had to alter his ride height for the race.

Cagiva's Randy Mamola was ninth fastest after the debut of the new carbon fiber frame that was designed by a branch of the Ferrari car racing team.

"The stability is something like 32% better than the aluminum chassis and it feels especially good under braking and into the turns," he said. "Because the frame is so much more rigid, we're having to run the front and rear much softer than usual and the tires seem to be working less hard."

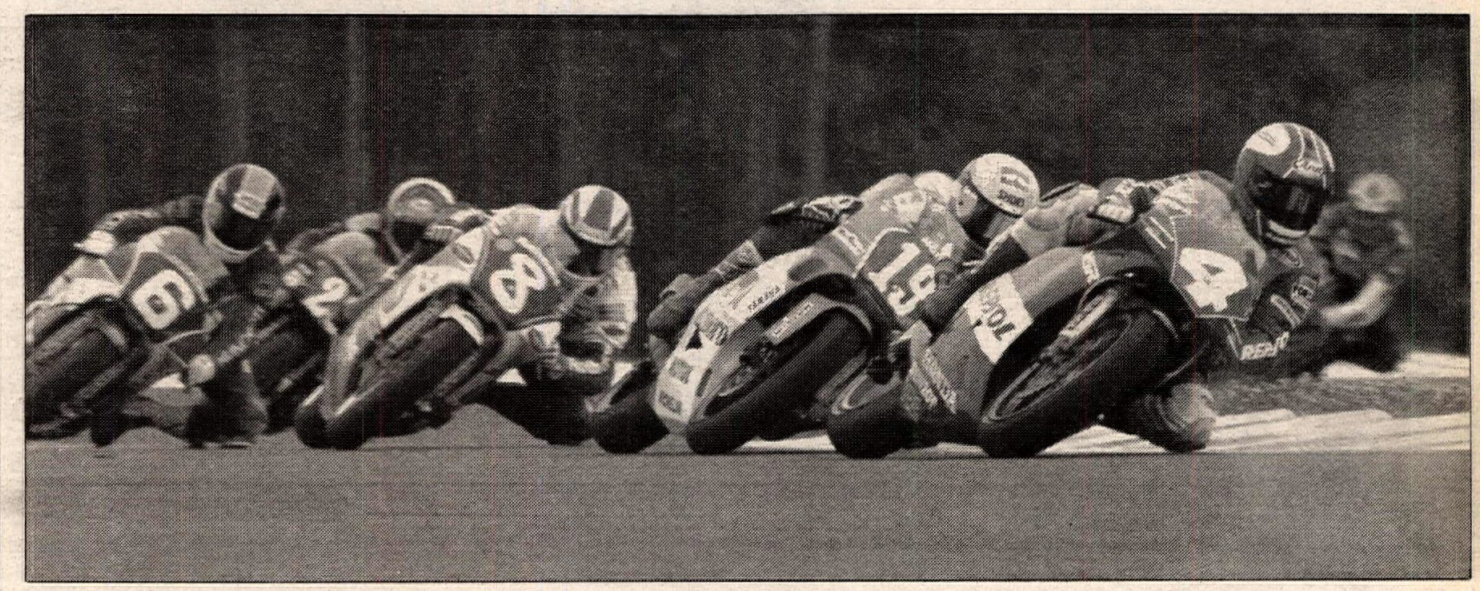
Britain's Carl Fogarty was 10th fastest in place of Pier-Francesco Chili on the ROC Honda just ahead of Cagiva's Alexandre Barros. Spaniard Sito Pons returned to racing for the first time since his crash in the Yugoslavian GP in June, but the muscles in his shoulders had atrophied and he wasn't able to properly control the machine.

In all, 20 riders qualified for the race.



Wayne Gardner (10) battled with Rainey early, but in the end it was Rainey's day and season; Gardner finished second.

The 250cc GP saw Carlos Cardus (4) leading John Kocinski (19), Dominique Sarron (8) and Masahiro Shimizu (6) early.



### 500cc GP

True to his word, Rainey didn't hold back when the green light flashed as he chased Gardner around for the first lap with Lawson just behind, Doohan fourth, and Schwantz fifth.

Mamola was away last, the victim of a burnt clutch which would eventually come back enough to allow him to charge up through the field to an 11th-place finish.

On the second lap Doohan slid out, losing the front end. He remounted and rejoined the race at the back of the pack and on the third lap Schwantz's day ended.

"It was just the same as when I fell in practice," the 26-year-old Texan said. "The front wheel tucked under real quick without any warning and without any reason that I can think of. I'd just passed Eddie for third and put a bit of a gap on him which was bringing me up to Rainey and Gardner.

"I got straight up and picked up the bike and it went 'whoomph' in my face. It was on fire and that was the end of that."

"My pit board said 'Schwantz out' and I thought, 'No, that was in Sweden,' and I looked back and saw a Suzuki but it was Mackenzie. I thought 'Well, I think I'm the World Champion,' but I kept racing. I saw Gardner up ahead and just focused on him. It was easier doing that than thinking about the championship," Rainey said.

Two distinct battles emerged in the front with Gardner trying to pull away from Rainey and Lawson trying to do the same to Mackenzie. Rainey was riding effortlessly and you couldn't help but think that he was pacing himself, trying to force Gardner into making a mistake, and waiting for the second half of the race. He would later concur.

"Gardner said before the race that he was hurt," Rainey explained. "I thought I'd set on him and make him push. He started running wide in the corners and I thought it was time to get by when I could."

Rainey made the move on the 11th lap and a lap later set a new lap record, a record he would lower again on the 16th as he and Gardner had better than a 10-second cushion on Lawson.

"I had it in my mind that I'd pull in after the first few laps," Gardner said. "I knew it (the wrist) wouldn't last the distance. About 11 laps and my hand went completely numb. I lost all feeling except in my little finger. That saved me."

Behind the leading duo, Mackenzie was up near Lawson on lap 10 before Lawson began pulling away.

"I caught Lawson because his bike didn't seem to be running well," Mackenzie said. "I was closing up on him on the straights. Then it seemed to pick up again and he was able to open up a gap."

The second half of the race was something of a procession. Garriga had moved into fifth place on the fourth lap and he would still be there 19 laps later at the end. He'd tried in the morning warm-up a rear tire that he hadn't used since Japan and his lap times came down by one second. His only problem was the loss of about 300 rpm near the start of the race, but once ahead of fellow Spaniard Pons and Christian Sarron, he wasn't seriously threatened.

As Pons tired, Sarron took advantage moving into sixth with eight laps to go then pulling away from Pons at almost a second a lap. Sarron said that he'd been having tire problems and that, along with a cautious first lap, had set back any chances for a top five finish.

After Pons came Sarron's teammate Jean-Philippe Ruggia who'd chosen a slightly too hard rear tire with Doohan ending up ninth after his first lap spill. Fogarty was 10th with Mamola 11th from the 10th lap to the end.

### 250cc Qualifying

Like Schwantz, Bradl was fastest in the first session, and never headed, though he made only an incremental improvement in his time. The time that

# ROAD RACE World Championship Road Race Series: Round 13

**Alex Gramigni (39) leads Fausto Gresini (5), Gabriele Debbia (37) and winner Hans Spaan (2) during the 125cc GP.**

would put him on the pole was a 2:07.404 (94.711 mph), nearly half a second better than Dominique Sarron and Cardus.

"We tested here last Sunday and that helped a lot, but the bike is not perfect," Bradl said. "Tires are so important here and the front end is always a big problem. I know that because I have been doing some crash testing. I fell on Sunday and again yesterday in free practice, both times with the front end."

"Tomorrow there are no Honda team orders to help Cardus win the title that I know of," Bradl added. "I will do my best for a good race and Cardus will do the same."

Sarron, who's missed a number of races this year due to injuries on the track, again found himself ailing, but, this time, from an off-road accident. He'd dislocated his right shoulder when he crashed his mountain bike near his home and it had made him tentative during the early practice sessions.

"I know if I crash that I will be in trouble again, so every time I have a little slide I think that I must be more cautious," he said.

Cardus was helped in setting his third best time by the newest innovation in 250cc racing, holes in the fairing. Honda supplies a template to the team which must individually drill the 3000 or more 3/16 inch holes in a pattern on the sides and bottom of the fairing. There are additional holes in the top of the fairing underneath the rider's hands. It takes about five hours to complete the job.

The purpose of the holes is to make it easier for the rider to change direction, though it was never fully explained and one Honda engineer said the holes were strictly for cooling purposes. But they were known to be beneficial to Cardus since he does much of his braking while turning into the corner and it gives decreased resistance to the wind.

Cardus said he wasn't feeling increased pressure from leading the championship, but he was still feeling the pain from a practice crash at the British GP and was having pain-killing injections to his right hand.

The fourth fastest rider was Cadalora who crashed his bike with the faster engine on Saturday. The team planned to put that engine in the better-handling chassis for Sunday's race, though they, like the others, were being troubled by front end setup.

Kocinski was seventh fastest and, he too, was troubled by front end woes.

"All the corners here tightened up on the exit so we're trying to make the bike turn better," he said. "We're trying different directions we haven't tried before. It's a lot of trial and error."

As for the championship, Kocinski said he wished he was in teammate Rainey's position. "We were in Wayne's position," he said. "I put myself where I'm at. I've got to get back on my feet and win."

### 250cc GP

The two West Germans, Bradl and Hein Gericke Aprilia's Martin Wimmer bolted to the front to start the 250cc race with Cardus ahead of Kocinski, Sarron, and Ajinomoto Honda's Masahiro Shimizu.

Wimmer would hold that spot until his bike seized on the third lap causing a loss of 200 rpm on the top end. He managed to get it restarted and only lost two spots.

His misfortune allowed Cardus and Kocinski to move into second and third with Cadalora quickly up to fourth on the fifth lap ahead of Sarron and Wimmer. Gauloises Blondes Aprilia's Adrien Morillas was seventh at this point ahead of Alex Criville on the other Marlboro Agostini Yamaha.

By the eighth lap Bradl had a 5.63-second lead and was lapping in the mid to high 2:07s. Kocinski, following Cardus, was five seconds ahead of Cadalora with Sarron right on his rear tire and a comfortable margin to Wimmer.

As the race wore on, it was apparent that the top speed of the Hondas was preventing Kocinski from passing Cardus and Cadalora from passing Sarron. Only an excellent drive out of the final corner onto the long front straightaway would have allowed that, and Kocinski wasn't getting the drive he needed because he couldn't get the bike turned enough and he wasn't completely confident of the front tire.

Bad luck was the only way Bradl would be stopped and that arrived with just a few laps to go. His Michelins completely used up, Bradl was forced to slow letting Cardus and Kocinski past. He decided that instead of trying to end their advances he would take the third-place finish. The argument that he slowed to allowed Cardus past was weakened by the fact that he couldn't stay ahead of Kocinski, though that's not how Kocinski saw it.

Cardus said he was confident of victory all along. "I wasn't worried where Bradl was, I wanted to see where I could pull John," he said. He was hoping to put Bradl between himself and Kocinski, but he didn't make a clean pass on him and that allowed Kocinski to not lose any more ground, he said. Cardus also said that Kocinski was briefly ahead of him on the entry to the esses, but couldn't maintain the spot driving out of the corner, and that he thought Kocinski was "moto-crossing" when he tried to get past.

Kocinski disagreed, but said that should the situation arise again, he had a solution: "If there's not room, I'm planning on making room," he said.

Fourth place went to Cadalora who finally found an opening past Sarron on the final lap with Wimmer holding onto sixth, Criville seventh, and Dutchman Wilco Zeelenberg eighth.

The final two races are the biggest challenges of Kocinski's young career. He's never had to face the prospect of getting beaten regularly and, clearly, it annoys him greatly. Cardus, on the other hand, is a World Championship veteran, cool to the end, and confident of his chances. While Kocinski boils, Cardus smiles, knowing that he holds the better hand in this game. CN

### Results

**125cc QUALIFYING:** 1. Doriano Romboni (2:16.489); 2. Hans Spaan (2:16.542); 3. Stefan Prein (2:16.637); 4. Bruno Casanova (2:16.784); 5. Hans Leuthi (2:16.904); 6. Alfred Waibel (2:16.957); 7. Jorge Martinez (2:17.003); 8. K. Wada (2:17.054); 9. Fausto Gresini (2:17.166); 10. Alessandro Gramigni (2:17.210); 11. Dirk Raudies (2:17.496); 12. Steven Patrickson (2:17.733); 13. Mauro Vitali (2:17.803); 14. Gabriele Debbia (2:17.817); 15. Julian Miralles (2:17.822); 16. Ari Stadler (2:17.946); 17. Loris Capirossi (2:17.967); 18. Flemming Kistrup (2:18.160); 19. Johnny Wickstrom (2:18.242); 20. Hisashi Unemoto (2:18.284); 21. Manuel Herreros (2:18.451); 22. Mike Leitner (2:18.574); 23. E. Cuppini (2:18.582); 24. Hans Koopman (2:18.640); 25. Francisco Torrontegui (2:18.747); 26. Robin Milton (2:18.789); 27. Ralph Waldmann (2:18.868); 28. Taru Rinne (2:18.976); 29. Stefan Dorflinger (2:18.984); 30. Robin Appleyard (2:19.009); 31. Peter Oettl (2:19.086); 32. Luis Miguel Reyes (2:19.171); 33. Hans Duffard (2:19.189); 34. S. Bragger (2:19.191); 35. Thierry Feuz (2:19.296); 36. Stefan Kurfiss (2:19.369).

**250cc QUALIFYING:** 1. Helmut Bradl (2:07.404); 2. Dominique Sarron (2:07.885); 3. Carlos Cardus (2:07.888); 4. Luca Cadalora (2:08.117); 5. Masahiro Shimizu (2:08.175); 6. Martin Wimmer (2:08.188); 7. John Kocinski (2:08.427); 8. Alex Criville (2:08.507); 9. Adrian Morillas (2:08.568); 10. Jacques Cornu (2:08.640); 11. Wilco Zeelenberg (2:09.414); 12. Harald Eckl (2:09.680); 13. Renzo Colleoni (2:09.705); 14. Jochen Schmid (2:09.749); 15. Loris Reggiani (2:09.947); 16. Alex Preining (2:10.059); 17. Marcelino Lucchi (2:10.279); 18. Paolo Casoli (2:10.498); 19. Didier de Radigues (2:10.532); 20. Alberto Puig (2:10.660); 21. Kevin Mitchell (2:10.746); 22. Jean Barresi (2:10.789); 23. B. Haenggeli (2:10.791); 24. C. Catalano (2:10.918); 25. A. Borgonovo (2:11.084); 26. Jorge Martinez (2:11.119); 27. Patrick Igoa (2:11.297); 28. Bruno Kassner (2:11.893); 29. Uri Jucker (2:12.713); 30. Hans Becker (2:12.858); 31. Eric Neumair (2:12.999); 32. Jean Foray (2:13.137); 33. Carlos Lavado (2:13.694).

**500cc QUALIFYING:** 1. Kevin Schwantz (2:02.725); 2. Wayne Gardner (2:03.334); 3. Wayne Rainey (2:03.400); 4. Eddie Lawson (2:03.525); 5. Michael Doohan (2:03.953); 6. Niall Mackenzie (2:04.247); 7. Juan Garriga (2:04.998); 8. Christian Sarron (2:05.133); 9. Randy Mamola (2:05.262); 10. Carl Fogarty (2:06.055); 11. Alex Barros (2:06.195); 12. Sito Pons (2:06.369); 13. J.P. Ruggia (2:06.379); 14. Ron Haslam (2:06.951); 15. Marco Papa (2:09.886); 16. Eddie Laycock (2:11.337); 17. K. Truchess (2:12.049); 18. R. Nicotte (2:12.469); 19. Kees Doorakkers (2:13.319); 20. M. Trosch (2:13.405); 21. A. Leuthe (2:13.411).

**SIDECAR QUALIFYING:** 1. Streuer/de Haas (2:09.942); 2. Michel/Birchall (2:09.947); 3. Egloff/Egloff (2:10.097); 4. Webster/Simmons (2:10.255); 5. Kumano/Roesinger (2:10.316); 6. Zurbruegg/Zurbruegg (2:10.319); 7. Biland/Waltisperg (2:10.507); 8. Kumagaya/Hougton (2:11.018); 9. Abbott/Smith (2:11.180); 10. Guedel/Guedel (2:11.201); 11. Jones/Brown (2:11.795); 12. Stoelzle/Stoelzle (2:12.121); 13. Wyssen/Wyssen (2:12.157); 14. Van Kempen/Kuyt (2:13.044); 15. Progin/Irlam (2:13.076); 16. Klaffenb./Parzer (2:13.142); 17. Bohnhorst/Boettcher (2:13.383); 18. Brindley/Parker (2:13.8266); 19. Thomas/Strevens (2:14.020); 20. Gallros/Berglund (2:14.598); 21. Baker/Essaff (2:14.983); 22. Huegli/Haenni (2:14.983); 23. Smith/Smith (2:15.064); 24. Scherer/Hiller (2:15.616); 25. Stirrat/Prior (2:16.038); 26. Howles/Yarwood (2:16.304); 27. Burcombe/Whiteside (2:19.197).

**125cc GP:** 1. Hans Spaan (Hon); 2. Stefan Prein (Hon): 3. Alex Gramigni (Apr); 4. Gabriele Debbia (Apr); 5. Hans Leuthi (Hon); 6. Dirk Raudies (Hon); 7. Fausto Gresini (Hon); 8. Jorge Martinez (Cob); 9. Alfred Waibel (Hon); 10. Steven Patrickson (Hon); 11. Bruno Casanova (Hon); 12. E. Cuppini (Hon); 13. K. Wada (Hon); 14. Robin Appleyard (Hon); 15. Flemming Kistrup (Hon); 16. Robin Milton (Hon); 17. Francisco Torrontegui (Hon); 18. Johnny Wickstrom (Cob); 19. Hans Koopman (Hon); 20. Luis Miguel Reyes (Gaz); 21. Taru Rinne (Hon); 22. Herve Duffard (Hon); 23. Loris Capirossi (AGV); 24. Hisashi Unemoto (Hon); 25. Peter Oettl (Cob); 26. Ari Stadler (Cob); 27. Ralph Waldmann (Cob); 28. S. Bragger (Apr); 29. Mike Leitner (Hon); 30. Thierry Feuz (Hon); 31. Manuel Herreros (Cob); 32. Mauro Vitali (Gaz); 33. Stefan Dorflinger (Apr); 34. Julian Miralles (Cob).
**Distance:** 17 laps, 56.852 miles.
**Time:** 39 min., 7.242 sec.
**Average Speed:** 87.196 mph.
**Margin of Victory:** .223 sec.
**Fastest Lap:** Dirk Raudies, 2:16.732, 88.051 mph.

**250cc GP:** 1. Carlos Cardus (Hon); 2. John Kocinski (Yam); 3. Helmut Bradl (Hon); 4. Luca Cadalora (Yam); 5. Dominique Sarron (Hon); 6. Martin Wimmer (Apr); 7. Alex Criville (Yam); 8. Wilco Zeelenberg (Hon); 9. Jacques Cornu (Hon); 10. Jochen Schmid (Hon); 11. Alberto Puig (Yam); 12. Paolo Casoli (Yam); 13. Renzo Colleoni (Apr); 14. Alex Preining (Rot); 15. Jean Barresi (Yam); 16. Marcellino Lucchi (Apr); 17. Bruno Kassner (Hon); 18. Patrick Igoa (Apr); 19. Jorge Martinez (Cob); 20. Hans Becker (Yam); 21. Jean Foray (Yam); 22. Kevin Mitchell (Yam); 23. Harald Eckl (Apr); 24. Adrian Morillas (Apr); 25. C. Catalano (Apr); 26. Uri Jucker (Yam); 27. Didier de Radigues (Apr); 28. Masahiro Shimizu (Hon); 29. Loris Reggiani (Apr); 30. Eric Neumair (Yam); 31. Bruno Haenggeli (Apr).
**Distance:** 20 laps, 66.885 miles.
**Time:** 42 min., 48.579 sec.
**Average Speed:** 93.744 mph.
**Margin of Victory:** .887 sec.
**Fastest Lap:** Carlos Cardus, 2:07.341, 94.544 mph.

**500cc GP:** 1. Wayne Rainey (Yam); 2. Wayne Gardner (Hon); 3. Eddie Lawson (Yam); 4. Niall Mackenzie (Suz); 5. Juan Garriga (Yam); 6. Christian Sarron (Yam); 7. Sito Pons (Hon); 8. J.P. Ruggia (Yam); 9. Michael Doohan (Hon); 10. Carl Fogarty (Hon); 11. Randy Mamolas (Cag); 12. Ron Haslam (Cag); 13. Marco Papa (Hon); 14. Eddie Laycock (Hon); 15. R. Nicotte (Hon); 16. Kees Doorakkers (Hon); 17. M. Trosch (Hon); 18. Alex Barros (Cag); 19. A. Leuthe (Hon); 20. Kevin Schwantz (Suz).
**Distance:** 23 laps, 76.918 miles.
**Time:** 47 min., 50.847 sec.
**Average Speed:** 96.454 mph.
**Margin of Victory:** 2.003 sec.
**Fastest Lap:** Wayne Rainey, 2:03.718, 97.313 mph.

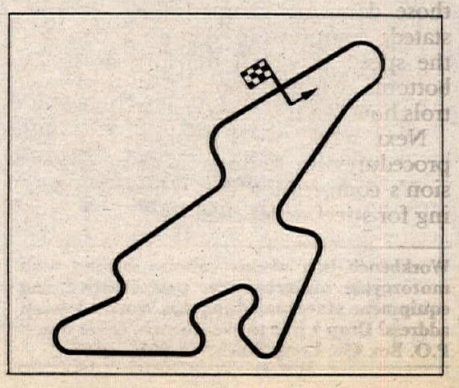
**SIDECAR GP:** 1. Michel/Birchall (Kra); 2. Webster/Simmons (Kra); 3. Zurbruegg/Zurbruegg (LCR); 4. Kumano/Roesinger (LCR); 5. Egloff/Egloff (Yam); 6. Guedel/Gudel (LCR); 7. Jones/Brown (LCR); 8. Kumagaya/Hougton (LCR); 9. Bohnhorst/Boettcher (LCR); 10. Klaffenb./Parzer (LCR); 11. Abbott/Smith (LCR); 12. Stoelzle/Stoelzle (Kra); 13. Van Kempen/Kuyt (Kra); 14. Progin/Irlam (LCR); 15. Scherer/Hiller (LCR); 16. Smith/Smith (Win); 17. Gallros/Berglund (Yam); 18. Howles/Yarwood (LCR); 19. Streuer/de Haas (Yam); 20. Huegli/Haenni (LCR); 21. Baker/Essaff (LCR); 22. Wyssen/Wyssen (LCR); 23. Stirrat/Prior (LCR); 24. Biland/Waltisperg (Kra); 25. Burcombe/Whiteside (LCR); 26. Thomas/Strevens (Kra).
**Distance:** 17 laps, 56.852 miles.
**Time:** 37 min., 24.111 sec.
**Average Speed:** 91.203 mph.
**Margin of Victory:** 3.765 sec.
**Fastest Lap:** Egloff/Egloff, 2:10.309, 92.391 mph.

**125cc WORLD C'SHIP POINT STANDINGS:** 1. Stefan Prien (159); 2. Hans Spaan (149); 3. Loris Capirossi (142); 4. Doriano Romboni (115); 5. Jorge Martinez (102); 6. Dirk Raudies (100); 7. Fausto Gresini (78); 8. Ari Stadler (77); 9. Alessandro Gramigni (69); 10. Bruno Casanova (65); 11. Hans Leuthi (55); 12. Gabriele Debbia (48); 13. Mauro Vitali (44); 14. Julian Miralles (41); 15. K. Takada (39).

**250cc WORLD C'SHIP POINT STANDINGS:** 1. Carlos Cardus (193); 2. John Kocinski (183); 3. Luca Cadalora (156); 4. Helmut Bradl (116); 5. Martin Wimmer (110); 6. Wilco Zeelenberg (109); 7. Masahiro Shimizu (92); 8. Jochen Schmid (83); 9. Jacques Cornu (77); 10. Dominique Sarron (62); 11. Loris Reggiani (57); 12. Alex Criville (55); 13. Didier de Radigues (54); 14. Reinhold Roth (52); 15. Carlos Lavado (37).

**500cc WORLD C'SHIP POINT STANDINGS:** 1. Wayne Rainey (240); 2. Kevin Schwantz (173); 3. Michael Doohan (142); 4. Niall Mackenzie (120); 5. Wayne Gardner (105); 6. (TIE) Juan Garriga/J.P. Ruggia (100); 8. Eddie Lawson (88); 9. Christian Sarron (84); 10. Sito Pons (61); 11. P.F. Chili (56); 12. Randy Mamola (55); 13. Alex Barros (50); 14. Marco Papa (45); 15. Ron Haslam (41).

**SIDECAR WORLD C'SHIP POINT STANDINGS:** 1. A. Michel (168); 2. S. Webster (166); 3. E. Streuer (152); 4. R. Biland (117); 5. Y. Kumagaya (107); 6. (TIE) P. Guedel/M. Egloff (105); 8. S. Abbott (104); 9. A. Zurbruegg (82); 10. M. Kumano (78); 11. D. Jones (67); 12. T. Van Kempen (47); 13. R. Bohnhorst (43); 14. F. Stoelzle (34); 15. R. Progin (30).



# WORKBENCH

By Nate Rauba

## The last word on springs . . .

*The following letter is in response to the Workbench column that appeared in the August 29 issue . . . Editor.*

The recent Workbench article entitled "Springs: Progressive vs. dual-rate" had many excellent aspects. However, there was one glaring error in the final paragraph: The final factor in determining the spring rate is *not* the tensile strength of the material; it is a different material characteristic called the elastic modulus, which is frequently confused with the tensile strength.

Remember that springs do not undergo a permanent compression in normal use. All of the deformation is recoverable, also known as elastic. The stress required to deform a material in a recoverable manner is directly related to the elastic modulus. The yield strength is the stress required to cause a minimal amount of permanent deformation to a piece of material (usually chosen to be 0.2% elongation in a tensile test). The tensile strength is the maximum amount of stress that a material can withstand before total failure occurs.

Although they tend to be related, it is important to realize that elastic modulus is a fundamental material characteristic that cannot be altered by alloying, cold work, or heat treating, whereas yield strength and tensile strength can be altered by alloying, cold work, and heat treating.

A properly made spring will compress and rebound in a completely recoverable fashion. A spring that is loaded to its yield strength will undergo a permanent deformation, which results in what is sometimes called "sacking" or "taking a set." A spring that is loaded to its tensile strength will break! I hope that this clears up some of the confusion.

**Dr. A. John Mardinly**
**Ph.D., Metallurgical Engineering**
**SUNNYVALE, CA**

## . . . and a bit about damping

Now that all of the confusion has (hopefully) been cleared up, that concludes our discussion of springs and spring rates. We will now, with the help of Race Tech's Paul Thede, explain how damping helps the spring do its job.

A spring alone can't control bottoming, and also tends to rebound too quickly, like a pogo stick. To effectively control suspension travel requires damping.

Damping works hydraulically by forcing oil through a series of orifices, either holes in a damping rod or a piston consisting of a series of shims, called a shim stack. As oil flows past the piston, the shims are bent away from the cylinder wall. Oil flow can be altered by varying the size of the holes in a damping rod, or by using shims of varying stiffness. These different shims can be stacked and separated by crossover shims to give multi-stage damping characteristics.

The trick to getting this valving correct is coming up with an ideal damping curve. A shock exerts damping force depending on shock speed, so the curve is a plot of the damping force versus the shock speed.

Many forks and shocks have external compression and rebound damping adjustments which help a rider dial in those damping characteristics. Simply stated, compression damping controls the speed at which the fork or shock bottoms, while rebound damping controls how fast it returns to full extension.

Next week, we'll explain how the procedures for dialing in your suspension's compression and rebound damping for street or off-road use.

**Workbench is a weekly column dealing with motorcycle maintenance, performance and equipment. Have something that Workbench can address? Drop a line to Workbench, *Cycle News*, P.O. Box 498, Long Beach, CA 90801-0498.**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| **Sat. SEPT. 15** OPEN PRACTICE 4 P.M. to 7 P.M. | **Sun. SEPT. 16** RedBud MX Championship Race No. 1 Practice 9am Races 11am |
| **Sat. SEPT. 22** OPEN PRACTICE 4 P.M. to 7 P.M. | **Sun. SEPT. 23** RedBud MX Championship Race No. 2 Practice 9am Races 11am |
| **Sat. SEPT. 29** OPEN PRACTICE 4 P.M. to 7 P.M. | **Sun. SEPT. 30** RedBud MX Championship Race No. 3 Practice 9am Races 11am |



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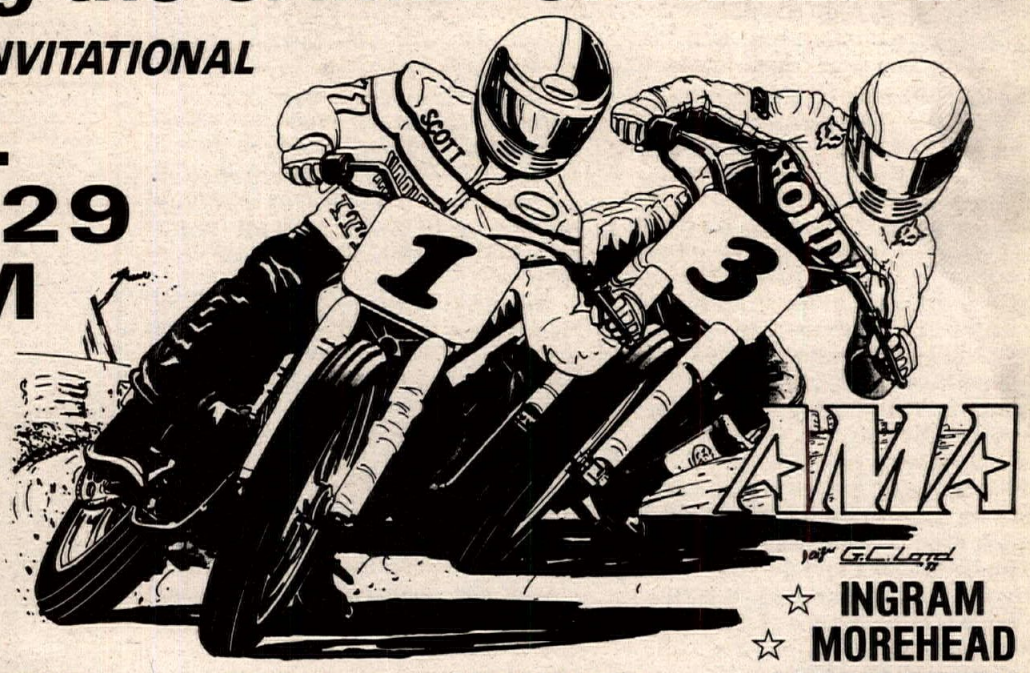


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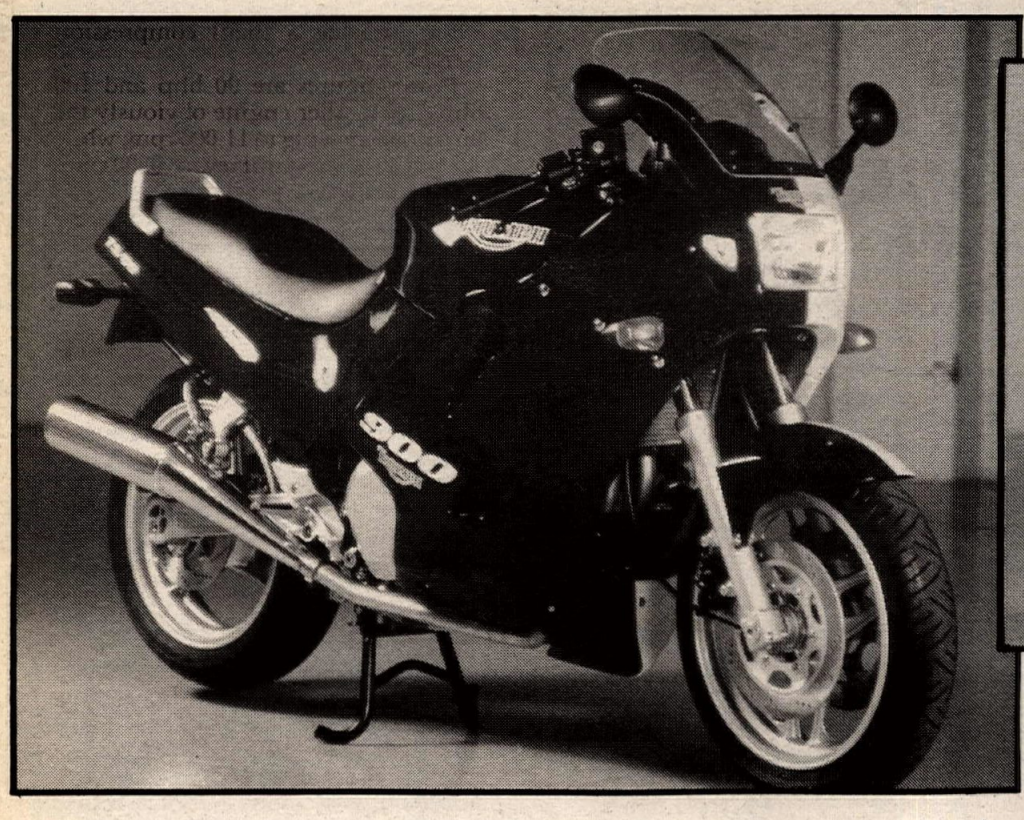
# PREVIEW The return of Triumph



**Triumph is planning to produce four all-new motorcycles for 1991 — the two three-cylinder models shown here in 900cc sport-tourer (left) and 750cc roadster (above) guises, plus a pair of four-cylinder models in 1000 and 1200cc displacements.**

# Welcome to the machine

**By Terry Snelling/Motor Cycle News**
**Photos by Phil Masters and Kyoichi Nakamura**

*After an absence of a decade and a half, Triumph motorcycles are once again coming off production lines in England. Under the guidance of 47-year-old millionaire construction company owner John Bloor, Triumph has mapped a strategy to put British machinery back in the showrooms, back into mass production. Although Bloor says the new Triumphs will first go on sale only in England, Germany and Spain, the fact that there are legions of Triumph enthusiasts in this country will hopefully encourage someone to import the new line of "Made in England" bikes.*

*The launch pad for the four new Triumph models will be the Cologne show in Germany in late September when Triumph will first reveal the prices of the DOHC, four-valve per-cylinder, water-cooled, short-stroke 750cc roadster and long-stroke 900cc sport-tourer three-cylinder models, and the short-stroke 1000cc roadster and long-stroke 1200cc sport tourer four-cylinder bikes.*

*Terry Snelling of Motor Cycle News, England's weekly motorcycle newspaper, and photographers Phil Masters and Kyoichi Nakamura provided us with the following look at the new Triumphs and the facility in which they are being manufactured . . . Editor.*

Within sight of ancient Watling Street, Triumph has steered a straight course towards invasion of the superbike market.

Like the Romans who marched north on that road to capture an empire, Triumph's tactics are based on strategy, careful preparation and with the backing of powerful resources.

Today, the campaign's awesome strength shows in a massive factory complex, purpose-built over some 120,000 square feet on a 10-acre industrial park site.

Entering the Hinckley, Leicestershire, factory is like stepping into a cathederal. Its massive, newly painted interior gives a hint of the number of bikes Triumph plans to produce.

Though construction of the factory was finished three years ago by Triumph boss John Bloor's building company, the newness of the facility has yet to be scratched.

First sight of a machine shop was breathtaking. Two rows of massive, computer-controlled machines have an ability to handle large numbers of components with pinpoint accuracy, operated with push-button simplicity.

In a squeaky-clean environment, the giant Japanese-made Enshu machines hummed and huge quantities of cutter coolant washed the swarf away. These machines were chosen from a short list of half a dozen availabile worldwide, and are designed for the fast cutting of aluminum.

The factory is geared to work 24 hours a day. It takes only two men per shift to produce crankcases and another two to produce cylinder heads.

A target within reach of the machinery is 10,000 engines per year. And the CNC (computer numerically controlled) machines may easily be added to in order to increase capacity.

Raw castings come into the shop and one of the first operations is to guard against the ancient British oil leak. Castings are vacuum-sealed with resin to guard against porosity.

Cylinder heads are currently precision sand-cast but will be die-cast like the crankcases if numbers warrant the investment in tooling.

In some dozen operations, the heads are machined for valve guides and seats, camshaft caps are fitted and then line bored. Cams run directly in the head, Japanese-style. Camshaft bore tolerances are just 20 microns (approximately .0008 of an inch), and Triumph says all tolerances are at least as tight as that of their competition.

Crankcase halves are given four machining operations. After bearing holes are drilled they are split and pressure tested before moving on.

Empty spaces at the end of the first shop were where German-made crankshaft and camshaft machines will soon operate.

Steel hardening and gear cutting machines will soon be in operation; the hardening is by plasma low temperature nitriding, which puts a hard coating on cranks and also improves fatigue strength. Current stocks of cranks and cams come from Germany.

A second machine shop handles connecting rods in one series of operations, and all spindles and shafts on two adjacent machines.

Only two types of connecting rods are needed, for long- and short-stroke engines. Forgings come from a U.K. source.

It's here that modern methods of quality control will pay dividends. Triumph will use a system of bar coding for all critical processes, to result in the best-possible tolerances. All figures go into a database which can select the best match of components from stock.

Triumph will work to three grades of crankpin bearing size. Bar codes

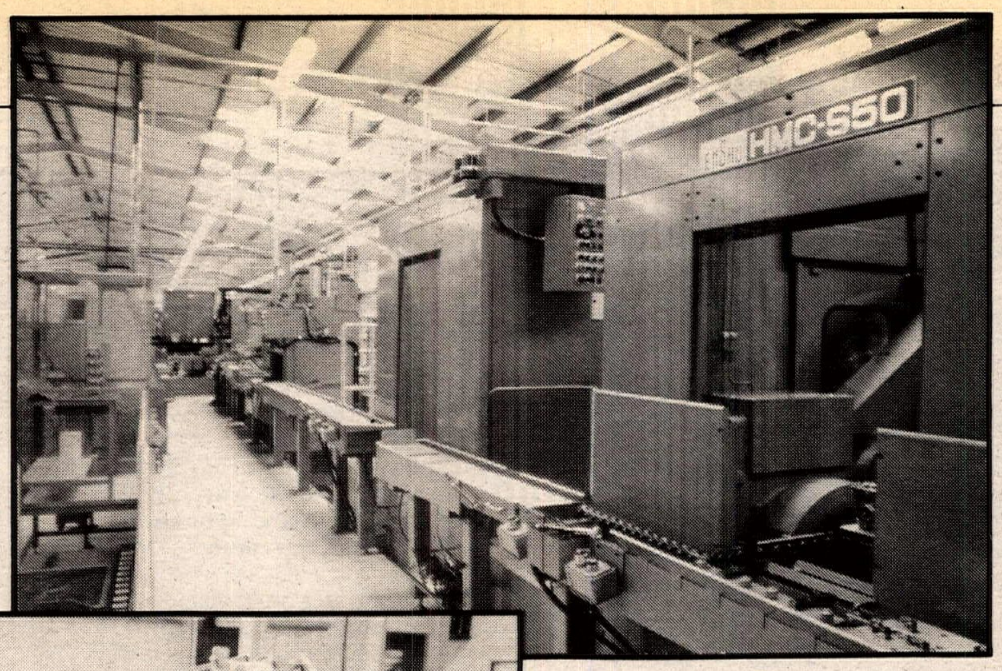
**(Above) The new Triumphs are being assembled in this 120,000 square-foot factory in Leicestershire, England which houses a host of Japanese computer-controlled machining equipment (left). It is foreseeable that Triumph could produce some 10,000 engines per year.**

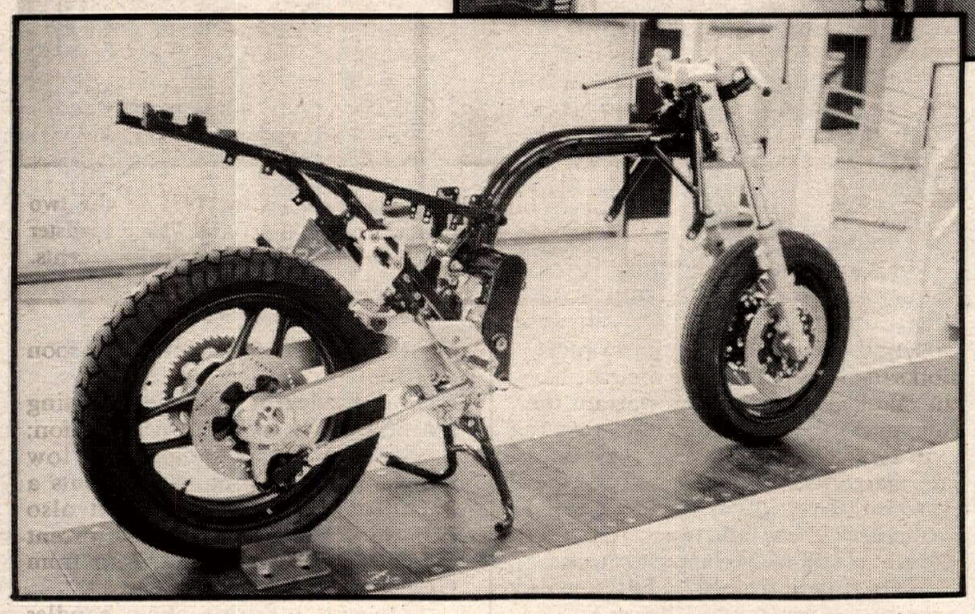
from these bearings will be matched to the best connecting rod.

After engine assembly, each unit will be cold tested. This will consist of turning over with an electric motor to check compression, balance, oil tightness, gearbox operation, alternator and starter.

All readings will be computer logged so trends in performance can be mapped, and standards maintained.

A surprise in the frame department was to find Triumph has opted for an all-steel design — rejecting trendy aluminum beam frame options. It's a spine frame, using a large-diameter tube as the main section to wrap over the engine. But with the engine as a stressed member, the whole assembly is massively strong.



**(Above) Another view of Triumph's state-of-the-art machine shop. (Left) Triumph has chosen not to follow the current trend toward twin-spar aluminum chassis, and has instead employed a single-backbone steel frame with the engine acting as a stressed member. Swingarms on the sport-tourer models are aluminum, but the roadsters' units are steel.**

The big tube is for strength only, since it does not perform any other function, unlike the old Triumph twins that used the spine as an oil tank. This new frame was chosen partly for allowing a wide variety of styles to be wrapped around it.

High-tensile steel tubes of several different shapes and sizes each have a function, and are cut to length, bent and notched ready for welding. For these components, cutting accuracy of less than 0.5 mm (.02 inches) are needed, because a blind robot undertakes the welding.

Sub assemblies are constructed first, then the all-welded frame is completed. Robots ensure consistency, accuracy and quality.

Frames for all models from 750 to 1200cc are identical and welding is by MIG with 400 amps capacity, with a choice of gases and wire depending on the type of weld needed.

Frame robots are German-made, and a second robot welds aluminum swingarms, destined for the 900 and 1200cc Sport Tourer models, in just six minutes — a job that could take two hours by hand.

Steel swingarms will be used on the 750 and 1000cc unfaired roadster models, but the design will be very similar, including eccentric-type chain adjustment at the spindle end of the arm.

Triumph designers weaved around a patents jungle in deciding on their "Trilink" rear suspension linkage. This rising-rate arrangement is acomplished by forged aluminum links, each joint featuring needle roller bearings and grease nipples. Triumph sales and marketing manager John Rosamond revealed a freelance engineer had supplied the solution, that neatly avoids intruding on other registered designs.

Two paint plants will serve the operation, one already fitted with its robot, the other to have its robot at a later stage. One unit can paint engine cases, frames and fuel tanks — all other components arrive at the factory already painted.

Engine castings are degreased and chromated prior to painting. The latter process removes aluminum oxide so the paint will stick.

All steel components are zinc phosphate-treated to guard against corrosion. The zinc gives protection against steel corrosion in the event of paint chips, the phosphate ensuring good adhesion of paint to steel. Paint is acrylic, and after a robot's spraying arm has finished its job, the unit is baked at 160 degrees Centigrade. Triumph aims at paint standards matching those in the car industry — successfully withstanding 240 hours of salt spray.

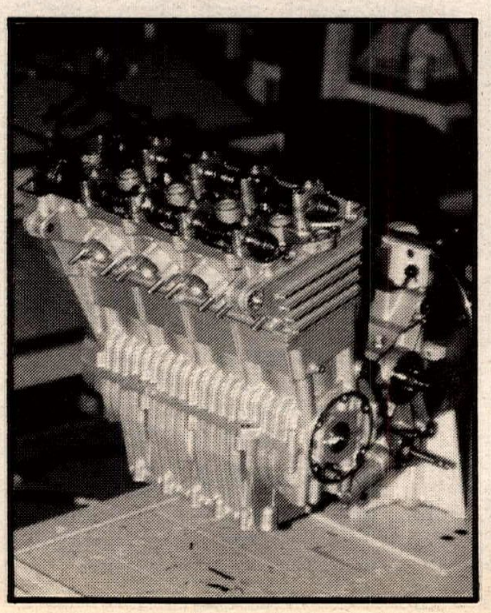
The first stage in assembly sees swingarm and suspension linkages bolted to the frame. The engine is then slotted in, the main attachment areas being very close to the swingarm and steering head. Wheels and body items are then bolted around the main unit.

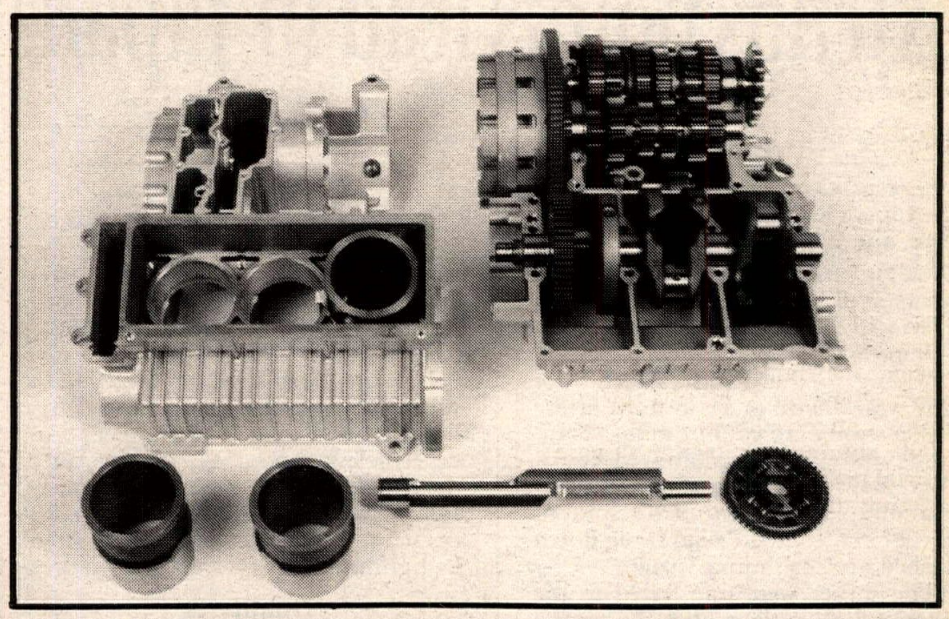
Once complete, each bike will go to a rolling road for test at 60 to 65% full load.

We now turn our attention to the powerplants: Designing engines to share as many common parts as possible makes sense. This means to build four superbike engines, fewer different parts mean greater numbers of each part and that brings economies of scale.

Triumph claims to have chosen suppliers of parts known for their quality and consistency. No aspect of design breaks new ground — all the ideas have been well-tried and tested by many other manufacturers. Production and Design Engineering Coordinating Manager Allan Hurd says, "It's interesting to be first, but much more profitable to be second."

**(Below and right) Engines are of a modular design, with long- and short-stroke models in three- and four-cylinder configurations displacing from 750 to 1200cc. Horizontally split crankcases have cylinders cast integrally with the top half, and removable liners.**





Common parts are the basis of a modular engine concept. Triumph's building blocks system starts with a three-cylinder engine. As mentioned before, in short-stroke form it displaces 750cc, with long-stroke, 900cc.

The 750cc engine has a bore and stroke of 76 x 55 mm (749cc) and slipper pistons give an 11:1 compression ratio. The 900, in comparison, has 76 x 65 mm dimensions yielding 885cc, and has a 10.5:1 compression ratio.

Power figures are 90 bhp and 100 bhp, the smaller engine obviously the buzzy one, revving to 11,000 rpm, while the more torquey unit revs to 9500 rpm.

With another cylinder added to the unit, it grows to a 1000cc short-stroke four, or 1200cc with the long stroke.

Factory model designations are T375 for the 750cc, T309 for the 900cc, T310 for the 1000cc, and T312 for the 1200cc.

Both four-cylinder heads are identical, as are the two triples. All cam profiles and valve sizes are identical, and this allows common use of 36mm Mikuni carburetors on all models.

Top ends feature twin overhead camshafts, chain-driven from one end, operating four valves per cylinder. With a 39-degree angle between inlet and exhaust valves, the combustion chambers are very compact, and piston crowns only slightly raised.

Valve operation is through buckets, with shim adjustment for tappet clearances. These will need to be checked for clearances at each service interval. Services are expected to be set at 3000 or 4000 miles, but once settled in, tappets could go 10,000 miles, says Triumph, without attention.

Barrels on both types of engines are cast integral with the top-half crankcase. But once the head is off, liners may be withdrawn to expose the pistons. This allows a complete top-end overhaul without splitting the engine. Liners are cast-iron, and the bores are not plated like BMW or Moto Guzzi engines.

A major headache to Triumph engineers was obtaining a watertight seal between the base of the liners and the crankcase. With only a push fit possible, yet differing expansion rates between the two materials, a special solution was needed, but they have yet to reveal what it is.

Bottom-end detail shows Triumph is determined to banish any memories of vibration: "Vibration has become unacceptable," said chief production engineer Hurd. "A lot of manufacturers are going for rubber mounting, but we have opted for solutions as simple as possible. The three-cylinder engine has a balance factor of almost 100%, the four-cylinder more than 80%.

"We have concentrated on removing as much vibration as is technically feasible, and we have also gone for durability of components. A smooth-running engine gives other components an easier time."

Balance weights are used to smooth out the vibes. On the triple, geared to the 120-degree crank, is a balancer shaft running at engine speed, placed at the front of the crankcases; it's similar in concept to BMW's design on their K75.

*Continued on page 23*

# ROAD RACE World Championship Superbike Road Race Series: Round 8

FILE PHOTO BY PATRICK GOSLING

**Raymond Roche finished first in race one and sixth in race two to extend his points lead. Californian Doug Chandler's 3-1 performance earned him the overall.**

# Chandler wins, Roche extends points lead in Japan

**By Bruce Newton**

SUGO, JAPAN, AUG. 26

Marco Lucchinelli was in tears, Raymond Roche ecstatic, the Ducati team delighted. The Frenchman had just taken the Italian V-twin to a first-leg victory in Japan — home of the arch-enemy.

Adding to the delight, Roche not only won the first race in front of the 40,000-strong crowd, but main championship rival Stephane Mertens' Total/Bel-Ray Honda was parked in a sandtrap, the victim of oil sprayed on the circuit when Texan Doug Polen crashed his Yoshimura Suzuki.

The smiles were transferred to the other end of pit lane after the second leg when Californian Doug Chandler, despite severe brake problems on his Team Muzzy Kawasaki, held off Australian Peter Goddard on the Team Hayashi Yamaha for the win. Chandler had finished third in the first leg with Goddard fifth.

It was confirmation of Chandler's talent: "He'll be in Europe somewhere next year," was tuner Merlyn Plumlee's assessment.

With Fred Merkel at home recovering from two broken vertebrae, it was up to Italian Baldassarre Monti to uphold Team Rumi RCM's record, which he did with aplomb. Monti qualified on the front row, finished second in race one and third in race two.

If not for Chandler's performance, Jamie James would have been the American hero after qualifying seventh and finishing seventh in both races in this, his first race as an official factory Ducati pilot.

For the first time at Sugo both superbike races were run in the dry, but there was a massive thunderstorm nevertheless. About 40 minutes after the first leg ended, a massive thunderstorm swept the mountainous circuit; in fact, some 15 spectators were injured by lightning.

### Qualifying

With double World Champion Merkel out, Chandler and team invited to Sugo by Kawasaki, and James taking over the injured Giancarlo Falappa's seat at Ducati, the news was getting distinctly American. There were also a few reasonably fast locals, the best of them being Iwahashi on the BVD Honda. Fastest on Thursday, the Japanese F-1 Championship leader crashed on Friday and broke his collarbone.

But it was the veteran Roche putting on a magnificent effort to take pole position at 1:34.339 — compared to the lap record of 1:35.12 — despite the fact that the Ducati wasn't the easiest motorcycle to manhandle around the tight, 2.294-mile circuit.

Chandler was second, less than .10 of a second slower on the Dunlop-shod Kawasaki. His had been a good effort after a soft crash out of the first session and only being able to set ninth fastest time. Until Roche mounted his charge, the Californian had been on top of the list at this, his first visit to Sugo. It was also a good effort by Plumlee and Rob Muzzy, who'd worked much of Friday night replacing their own engines — which had cracked the cases, with a borrowed factory unit.

That came after Lucchinelli — always excitable and flamboyant — decided enough was enough when tech inspectors picked out a couple of minor illegalities on his factory Ducatis on Friday. He then proceeded to point out what he believed were major illegalities on many other bikes which were passing through the tech inspection bay.

The most notable near-victim was Chandler's Kawasaki. The upper engine mounting lugs had been cut off the frame, and this appeared to be a clear violation of the standard frame superbike rule. But the lugs are not used on the road bike ZX7, they are only there as mounting points for race bike engines.

"The Japanese said it was okay because they finally ruled it was a lug — like a sidestand lug," explained Plumlee. "Lucchinelli could still protest us, I guess. It depends on whether we finish between Roche and Mertens and what the positions are."

Lucchinelli seemed no happier after the ruling was made: "If you take out the lugs, you can move the engine up and change the fork angle," he said. Plumlee, however, denied this, saying side-by-side examination with another Kawasaki showed the engine was mounted in the standard position.

Polen showed that Suzuki isn't dead yet after qualifying third on the grid, while Monti grabbed fourth after actually sitting on the pole after the first session.

Fifth was Goddard on the Yamaha OW01. A regular in Japanese F-1 competition, Goddard was riding on a high after learning that he'd be riding a Marlboro Roberts Yamaha YZR500 in the upcoming Australian Grand Prix at Phillip Island.

Less than .40 of a second separated the first five in order: Ducati, Kawasaki, Honda, Yamaha; Michelin, Dunlop, Dunlop, Pirelli; France, USA, USA, Italy, Australia.

James was seventh, less than a second off Roche: "I thought I might be able to get into the high :34s in that second session," he drawled. "But every time I had good tires on it seemed like I had someone in front of me or it started to rain. It wasn't bad, but every time I see rain on my bubble I freak out. The rear tire was soft and it had gone off by the time I got going."

Mertens, Roche's main championship challenger, was languishing back in 13th spot — the grid number reflecting his luck. Mertens had been presented with 1991 prototype forks, brakes, exhaust and shock by Honda R&D to test during the week, but had made the decision on Friday to not use them, leaving him with very little setup time. Combine that with overheating problems which had made the Honda carburate very poorly and the Belgian was struggling.

Mertens made a late effort to move up the grid in the second session only to have a monumental accident which saw the Honda somersaulting over the barriers. The Belgian escaped injury but his crew was feeling worse for wear after a late night effort repairing the damage.

The R&D-supported Hondas of Monti and Mertens were running completely standard carburetors at Sugo following a technical bulletin issued in Austria last month which came after some rival team managers alleged carbs had been shortened by some 5 mm behind the butterfly. This was denied by the teams concerned, but there was no chances taken because the R&D carbs did have a lug machined off the throat which were also polished. Team Rumi RCM tuner Norris Farrow said going back to the standard carbs cost the Hondas about 1.5 horsepower.

### Race one

Although he wasn't going for the lead, it was Polen who determined the winner of the race. Back in eighth place, he was chasing James and Rob Phillis when he was pitched off violently as he tipped into the right-hander at the end of the back straight.

Oil sprayed from a cracked oil cooler fitting as the Suzuki slid across the track, and in quick succession four more bikes were down including Mertens. The race was red-flagged and the results called after 19 of 25 laps.

It was Roche who benefitted from it all, although he himself was nearly claimed by the oil, and took the win. Monti was in second place, just .165 behind, then Chandler, .509 back, Fabrizio Pirovano, and then Goddard, a little over a second further behind.

The leading group had rarely been separated by much more than that throughout. Monti had gotten the jump to lead Pirovano, Chandler and Phillis early, while Roche bided his time back in seventh.

"I knew I could pass many riders immediately," Roche explained. "But it was not important. I was happy to follow Polen, but when he started to lose contact I passed."

And so it went, with Pirovano taking the lead, then Chandler while all the while Roche moved forward. Goddard was also there, the only man in the lead group never to hit the front.

Other challengers had been shaken off; Brit Terry Rymer's Loctite Yamaha sheared a gearshift mounting bolt while Phillis lost the draft and fell back into the grasp of Polen and James.

It wasn't until lap 16 that Roche made it into the lead. But it took a couple of hard challenges under braking to do it. Chandler now couldn't sustain the pace.

"It just wasn't accelerating and once the tire went off they could blow right by me on the straights," he said. Monti and Pirovano proceeded to do just that.

The only problem for Pirovano was that he did it too late to count, because the bikes were already in the sand trap. First Polen, then ninth-placed Osaka, then 11th-placed Mertens — battling along with engine problems — and two more bikes, one of which nearly wiped out a marshall and Mertens.

"I came over and all of a sudden the rear end started sliding like there was oil on it," a battered Polen said later. "It eventually got sideways and then it rolled over on top of me in the whole deal." He was too sore to start the second race.

### Race two

Much more straightforward, Chandler was third off the start, rounded up Monti and Pirovano in turn one and cleared off in the distance. After eight laps he was no less than 4.5 seconds in front of the battling duo of Goddard and Monti.

But Chandler was playing a gamble. The Muzzy team had run out of fresh sets of brake pads and he'd been sent out on a used set. The plan was to

go as hard as possible for as long as possible and then conserve.

The gap steadied at around four seconds, but when Goddard finally shook clear of Monti, whose rear Pirelli began to fade, the gap began to drop.

"I knew when Peter started coming, it was time to go again," Chandler explained.

At the flag the margin was 1.352 seconds, but it was enough for Chandler to claim his second World Superbike race victory, and his first overall: "I knew if I got a better start than the first race and got the lead then I could basically run my own race," Chandler said.

"Doug rode a good race," Goddard said. "When Monti was on me I was really worried about him, but once I got clear I was okay. I was able to concentrate on my own riding. I got a much better start this time, and I didn't get caught with the pack like last time."

Monti was third and on the rostrum for the second time on the day, while Pirovano had been right with him and Goddard until he too struck tire problems (Michelins this time) about six laps from the end. His two fourths were enough to push him up to third in the championship ahead of Merkel.

Phillis, meanwhile, came home a lonely fifth — his two consistent results bumping him from eighth to a tie for sixth in the championship, overhauling the injured Falappa and Rymer, who DNF race two after an exhaust valve broke on the sighting lap.

Roche, back in 10th on the first lap, could only come through to sixth, complaining of lack of compression. But in tandem with teammate James the Bologna express made a great sound as it toured Sugo.

Roche couldn't complain too much; after all, Mertens could only manage eighth on his patched-up Honda and the Frenchman pushed his title lead to 45 points.

But Mertens isn't giving up the fight. "Everything is possible; the last two rounds before here I caught him 19 points and there are still 10 races to go."

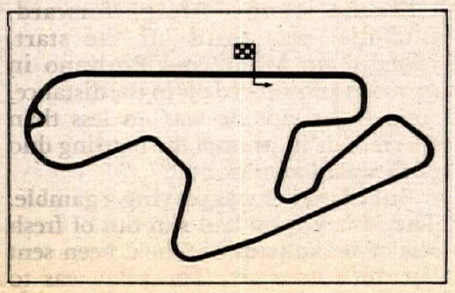
If Mertens had a poor weekend then even more sympathy should go to Tom Kipp. The American making the long trip to Sugo qualified 26th — creditable since it was only three seconds off pole — but he was run off in the first turn in race one and then had a sprocket shear in race two. CN

**Results**

**RACE 1:** 1. Raymond Roche (Duc); 2. Baldassarre Monti (Hon); 3. Doug Chandler (Kaw); 4. Fabrizio Pirovano (Yam); 5. Peter Goddard (Yam); 6. Rob Phillis (Kaw); 7. Jamie James (Duc); 8. Doug Polen (Suz); 9. Kenji Osaka (Yam); 10. Shingo Kato (Yam); 11. Stephane Mertens (Hon); 12. Rob McElnea (Yam); 13. Mituo Saito (Yam); 14. Kiochi Kobayashi (Hon); 15. Udo Mark (Yam).

**RACE 2:** Doug Chandler (Kaw); 2. Peter Goddard (Yam); 3. Baldassarre Monti (Hon); 4. Fabrizio Pirovano (Yam); 5. Rob Phillis (Kaw); 6. Raymond Roche (Duc); 7. Jamie James (Duc); 8. Stephane Mertens (Hon); 9. Mituo Saito (Yam); 10. Brian Morrision (Hon); 11. Jari Suhonen (Yam); 12. Shigemasa Miwa (Hon); 13. Udo Mark (Yam); 14. Tadaaki Hanamura (Yam); 15. Malcolm Campbell (Hon).

**WORLD C'SHIP POINT STANDINGS:** 1. Raymond Roche (253); 2. Stephane Mertens (208); 3. Fabrizio Pirovano (187); 4. Fred Merkel (186); 5. Rob McElnea (130); 6. (TIE) Baldassarre Monti/Rob Phillis (106); 8. Terry Rymer (96); 9. Giancarlo Falappa (94); 10. Anders Andersson (75).



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|---|---|---|---|
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| Sept. 16 | DADE CITY | Oct. 21 | DADE CITY |
| Sept. 23 | MARION COUNTY (REDDICK) | Oct. 28 | MARION COUNTY (REDDICK) |
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Quality Inn Alachua: I-75/Hwy 441 Exit #78. 904-462-2244

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Hotel: Days Inn-Exit #58. 813-973-0155

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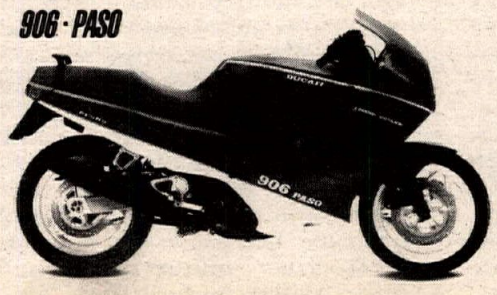


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# MOTOCROSS World Championship 250cc MX Series: Final round

FILE PHOTOS BY NATE RAUBA

Italian Alessandro Puzar (71) bounced back from knee surgery to easily win both motos of the final 250cc Grand Prix of the season in Germany.

Pekka Vehkonen's (2) 11-4 moto finishes were good enough to give the Finn second in the final point standings for the fourth consecutive year.

# Puzar ends season with German GP victory

**By Alex Hodgkinson**

BIELSTEIN, W. GERMANY, AUG. 26

Alessandro Puzar was in a class of his own once again as he charged to his seventh win in 12 GPs with a two-moto sweep in the World Championship 250cc MX Series finale in Bielstein. The 21-year-old Italian returned to the top of the rostrum after a knee injury hindered his efforts through four GPs.

After missing the middle of the season due to injury, Sweden's Peter Johansson proved that he is back in top form with a forceful second overall with 2-3 moto finishes which lifted him to 12th in the final standings despite missing five GPs. Holland's Dave Strijbos rounded out the top three overall finishers with a 6-2 tally.

Second place in the final standings went for the fourth consecutive year to Pekka Vehkonen as the Finn courageously fought back from a crash just after the start of the first moto to finish 11th and backed that up with fourth in moto two. Vehkonen was helped when his rival for the silver medal, Holland's John Van den Berk, saw a continuation of his poor form with a 10th in moto one and DNF after crashing in the second moto.

Racing again for the first time since a knee ligament operation at the beginning of August, Puzar left no doubt from the drop of the gate in the first 40-minute plus two-lap moto that he wanted to round off the GP season with another win. Puzar hit the Asbikurve first and was long gone as the pack got into a tangle in the reworked first corner.

Only Collin Dugmore actually went down in the turn, but collisions and evasive action saw riders going in all directions with the inevitable result that there were even more collisions on the following climb. Those collisions put Roland Diepold and Vehkonen at the back of the pack with Dugmore. Swede Marcus Hansson was also affected.

"I gated alongside Peter Johansson, but Diepold hit me from behind as he went down and knocked my bike out of gear on the uphill," said Hansson.

Nevertheless, Hansson was 13th after a lap while Johansson was seventh behind Puzar, American Trampas Parker, Michele Fanton, Rudy Van Leeuwen, Van den Berk and Petr Kovar. Vehkonen was 33rd.

Van Leeuwen and Kovar soon dropped back as Puzar gradually established a lead over Parker. Johansson and Rob Herring, who was 10th on lap one, were the men making rapid forward movement. Before half distance Johansson and Herring had passed Van den Berk and immediately started to pull in the leaders as well. Herring had been the fastest of the duo in the first 10 minutes, but after getting close behind Johansson he made a couple of mistakes and was never able to reclose the gap as he struggled with an incorrect tire compound.

Just before the half hour Parker tried to attack Puzar again, but almost immediately his factory KTM's motor protested and an intermittent misfire dropped him from second to fifth in one lap. At the same time Johansson passed Fanton to take control of second and Herring just missed following him past the Italian.

Behind Parker, Strijbos was sixth despite a very subdued race from ninth on lap one after a wrong choice of tires. Many of his rivals had more trouble.

Despite running foam-filled tires, Jimmy Dobb was troubled with a tire off the rim on the first lap after starting eighth. He eventually gave up the struggle at half distance after he had dropped out of the top 15 points-paying positions.

Jeremy Whatley was having his best ride of the year when he passed Strijbos for seventh at half distance, but his foam-filled tire came off the rim as well and teammate Julian Rawson had the same problem after a long battle with Willie Surratt for 17th. Surratt then really got motoring in the closing stages to score his first GP points with a lonely 13th at the checkered flag.

Diepold and Peter Dirkx also went out with flat tires and Marniqc Bervoets DNF with a broken swingarm. Soren Mortensen had his best race of the year for seventh at the finish while Hansson salvaged 12th behind Vehkonen and Van den Berk.

At the halfway point Van den Berk was still sixth and Vehkonen was battling up from 20th, but at 30 minutes Van den Berk began struggling badly. With three laps to go there was no one between the two riders as Van den Berk had dropped to 10th and Vehkonen had moved up to 11th. Vehkonen edged closer as the race came to an end, but in a desperate dash from the final corner he failed to pass his rival by the width of a tire.

Diepold grabbed the holeshot at the start of moto two but Puzar was past him before the end of the first lap and had a 15-second advantage after six laps. Hansson was the next rider to pass Diepold, but he exerted himself too much during the first half of the race and after half an hour dropped back rapidly to finish 12th again.

Herring moved into second by the halfway point and rode a lonely race until his Suzuki seized five minutes from the end. What seemed to be a safe second overall and sixth in the championship suddenly became eighth. Herring at least salvaged automatic qualification for the 1991 GP season as Dobb had a lackluster ride to finish 22nd.

Strijbos inherited a lonely second place behind the disappearing Puzar

and Johansson had another magnificent ride from seventh on lap one to finish third and clinch second overall for the day.

"I felt really good," said Johansson. "It is less than two months since I started racing again and I not only have my speed back, but also my condition."

Van den Berk was 12th after three laps, but after coming under pressure from a hard-charging Vehkonen, Van den Berk crashed and remounted 23rd. He never looked like he'd get back into the points and pulled out halfway through the race completely exhausted. Vehkonen thus only needed four points to clinch second in the point standings, but he raced with conviction to move up the leaderboard to fourth at the finish ahead of Peter Iven and Dugmore.

A crash by Diepold after 25 minutes dropped him to 13th, though he worked back to eighth behind Van Leeuwen at the checkered flag, and the spotlight turned to the battle for sixth in the championship.

Parker and Bervoets were charging through the pack from 17th and 15th places on lap one. Parker needed to score five more points than Bervoets to beat him in the final standings, but as they went into the last lap Parker was just two places ahead. Iven, Dugmore and Van Leeuwen were in his sights, but Parker made a mistake in the attempt to catch them. Parker ended up losing a place himself to Diepold and crossed the finish line just ahead of Bervoets.

A broken gearbox for Whatley and blisters on the palms of Fanton's hands accounted for two of the numerous retirements from moto two. Once again Surratt had another forceful ride. After crashing on the first lap he was 35th, but on the last lap he took 17th from Rawson. CN

### Results

**TIMED PRACTICE:** 1. Roland Diepold (2 minutes, 16.05 seconds); 2. Dave Strijbos (2:16.09); 3. Rudy Van Leeuwen (2:16.11); 4. Peter Johansson (2:16.27); 5. Rob Herring (2:16.40); 6. Marniqc Bervoets (2:16.61); 7. E. Gunzinger (2:16.93); 8. Alessandro Puzar (2:17.17); 9. Peter Dirkx (2:17.27); 10. Collin Dugmore (2:17.34); 11. Peter Iven (2:17.41); 12. Soren Mortensen (2:17.43); 13. Michele Fanton (2:17.45); 14. B. Eckenbach (2:17.57); 15. Jeremy Whatley (2:17.63); 16. John Van den Berk (2:17.70); 17. Pekka Vehkonen (2:17.80); 18. Gert-Jan Van Doorn (2:17.85); 19. Yannig Kervella (2:17.94); 20. Marcus Hansson (2:17.98); 21. Yann Guedard (2:18.03); 22. Petr Kovar (2:18.04); 23. Trampas Parker (2:18.13); 24. A. Holvoet (2:18.16); 25. Jimmy Dobb (2:18.26); 26. E. Bernard (2:18.44); 27. Ismo Vehkonen (2:18.72); 28. R. Weustenraed (2:18.82); 29. J. Hermansson (2:19.12); 30. W. Mueller (2:19.48); 31. J. Jasinski (2:19.65); 32. Julian Rawson (2:19.66); 33. P. Kytoelae (2:19.81); 34. Willie Surratt (2:19.87); 35. R. Walkner (2:19.91); 36. N. Cailly (2:20.47); 37. Alwin Van Asten (2:20.47); 38. Micke Frisk (2:20.84); 39. A. Ledovskoj (2:21.34); 40. B. Flury (2:21.62).

**MOTO 1:** 1. Alessandro Puzar (Suz); 2. Peter Johansson (Yam); 3. Michele Fanton (Suz); 4. Rob Herring (Suz); 5. Trampas Parker (KTM); 6. Dave Strijbos (Kaw); 7. Soren Mortensen (Kaw); 8. Peter Iven (Suz); 9. Rudy Van Leeuwen (Kaw); 10. John Van den Berk (Suz); 11. Pekka Vehkonen (Yam); 12. Marcus Hansson (Kaw); 13. Willie Surratt (Yam); 14. Yannig Kervella (Kaw); 15. Axel Holvoet (Kaw); 16. Bernd Eckenbach (Yam); 17. Ismo Vehkonen (Suz); 18. Ronnie Weustenraed (Kaw); 19. Yann Guedard (Kaw); 20. Collin Dugmore (Hon); 21. Petr Kovar (Hon); 22. Julian Rawson (Yam); 23. Eric Bernard (Yam); 24. Jonas Hermansson (Suz); 25. Petteri Kytoelae (Hon); 26. Alwin Van Asten (Kaw); 27. Nicolas Cailly (Suz); 28. Beat Flury (Yam); 29. Adrei Ledovskoj (Hon); 30. Rupert Walkner (Suz); 31. Werner Mueller (KTM); 32. Micke Frisk (Yam).

**MOTO 2:** 1. Alessandro Puzar; 2. Dave Strijbos; 3. Peter Johansson; 4. Pekka Vehkonen; 5. Peter Iven; 6. Collin Dugmore; 7. Rudy Van Leeuwen; 8. Roland Diepold (Kaw); 9. Trampas Parker; 10. Marniqc Bervoets (Kaw); 11. Yannig Kervella; 12. Marcus Hansson; 13. Ismo Vehkonen; 14. Gert-Jan Van Doorn (KTM): 15. Ernest Gunzinger (Yam); 16. Nicolas Cailly; 17. Willie Surratt; 18. Julian Rawson; 19. Jonas Hermansson; 20. Peter Dirkx (Hon); 21. Petteri Kytoelae; 22. James Dobb (Hon); 23. Beat Flury; 24. Claus Nielson (Suz); 25. Werner Mueller; 26. Soren Mortensen.

**FINAL 250 WORLD CHAMPIONSHIP POINT STANDINGS:** 1. Alessandro Puzar (362); 2. Pekka Vehkonen (256); 3. John Van den Berk (246); 4. Michele Fanton (194); 5. Dave Strijbos (179); 6. Marniqc Bervoets (146); 7. Trampas Parker (142); 8. Rob Herring (140); 9. James Dobb (135); 10. Peter Dirkx (121); 11. Yannig Kervella (118); 12. Peter Johansson (108); 13. Roland Diepold (87); 14. Gert-Jan Van Doorn (79); 15. Collin Dugmore (73); 16. Ismo Vehkonen (62); 17. Marcus Hansson (54); 18. Soren Mortensen (46); 19. Jeff Stanton (40); 20. Peter Iven (36).

# PREVIEW

*Continued from page 19*

Balancers run at twice engine speed on the four, one geared to the crankshaft, one on the primary shaft, in a similar pattern to some Honda and Kawasaki multis.

Primary transmission is by straight-cut gears. Teeth cut in this way can be prone to whine, but Hurd believes this can be tackled by getting the mesh right, and they work to sufficiently close tolerances to achieve this.

The clutch is a very beefy-looking unit, like the six-speed gearbox common to all models.

Gearboxes feature ball and needle roller bearings, and appear to be of a bulletproof design, built to last. All gearbox bearings are pressure lubricated.

Both four-cylinder models have double-rotor oil pumps, with one side of the pump serving the oil cooler. There's no thermostat. Triples have a single rotor pump. Both fairing-fitted sport tourer models (900 and 1200cc) will have coolers. Oil capacity is between 4.5 and five liters.

Fitted with carbs, alternator and starter, a four-cylinder engine weighs in at 180 pounds.

Power graphs for the biggest engine shows a peak of about 124 bhp at 9000 rpm, with maximum torque of nearly 80 ft./lbs. at 8000 rpm. They say a 125 bhp version will be available, and to suit West Germany's limit, a 100 bhp version will be built.

Styling Triumph's sport tourer models meant sacrificing speed for the right look. Going for maximum performance would have achieved the wrong result, they believe.

"We tried to come up with something efficient in aerodynamics, but with British style," explained Hurd. "We wanted a distinctive look, and we were prepared to sacrifice a little top speed because of it. We didn't want a super efficient job because it would have looked like a Japanese superbike as a result!"

The fairing of the sport tourer, which makes it faster than the naked roadster, represents a big investment in tooling and research.

Manufacturer of the fairing is by the "big numbers" process of injection moulding. And the three-piece unit is made from a polyurethane-type plasic specially developed to withstand high temperatures. Impact resistance is better than comparable plastics used by other manufacturers.

Part of being "different" was opting for turn indicators on stalks rather than following a trend for the faired-in type.

Triumph's distinctive looks are also aided by their own design of die-cast aluminum wheels, made outside the U.K.

In searching for chassis and electrical components, Triumph has looked worldwide for the best type. As a result, front and rear suspension is by Kayaba from Japan, with massive 43mm stanchions (without a fork brace) and a single shock rear end. Various adjustment options will be offered. Brakes are Nissin, also from Japan, with four-piston calipers, and disc sizes are 296mm front, 255mm rear. Brake lever is four-way adjustable for reach.

Electrics are also Japanese, but with looms made in the U.K., featuring Italian and German lighting kits. Choice of tires is not yet final, but all the top brands have been tested.

Triumph's distinctive 5.5-gallon fuel tank has deep scallops in the knee area and a broad, flat top.

Full of fuel, the 900cc sport tourer weighs 525 pounds, the 750cc roadster, 484 pounds. No figures have been released for the four-cylinder models. CN


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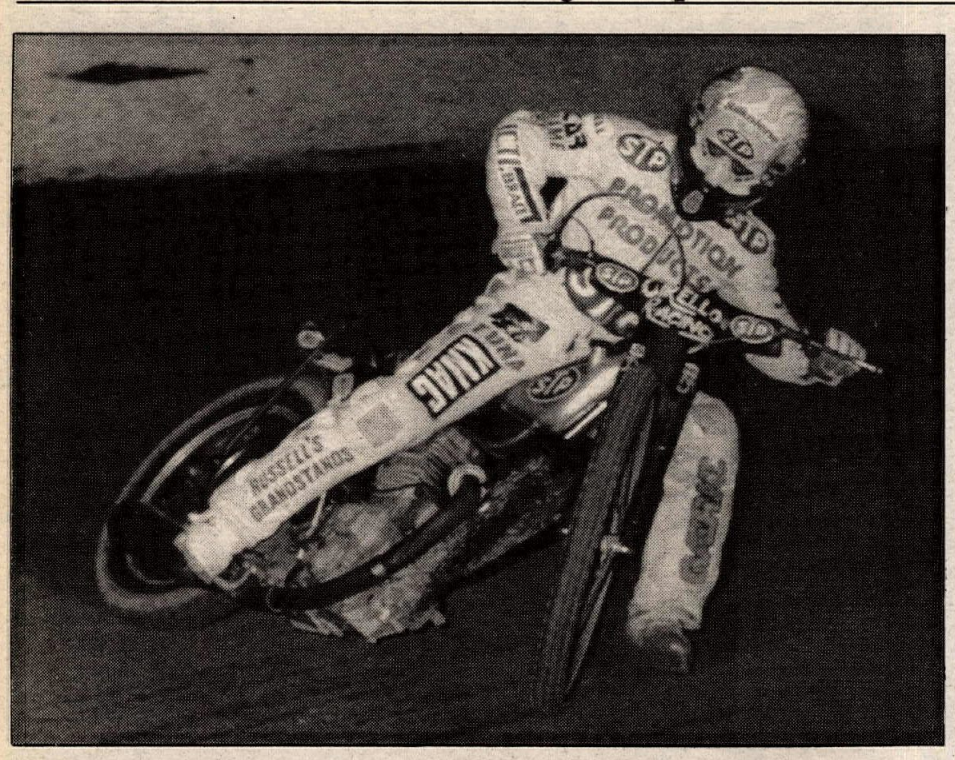
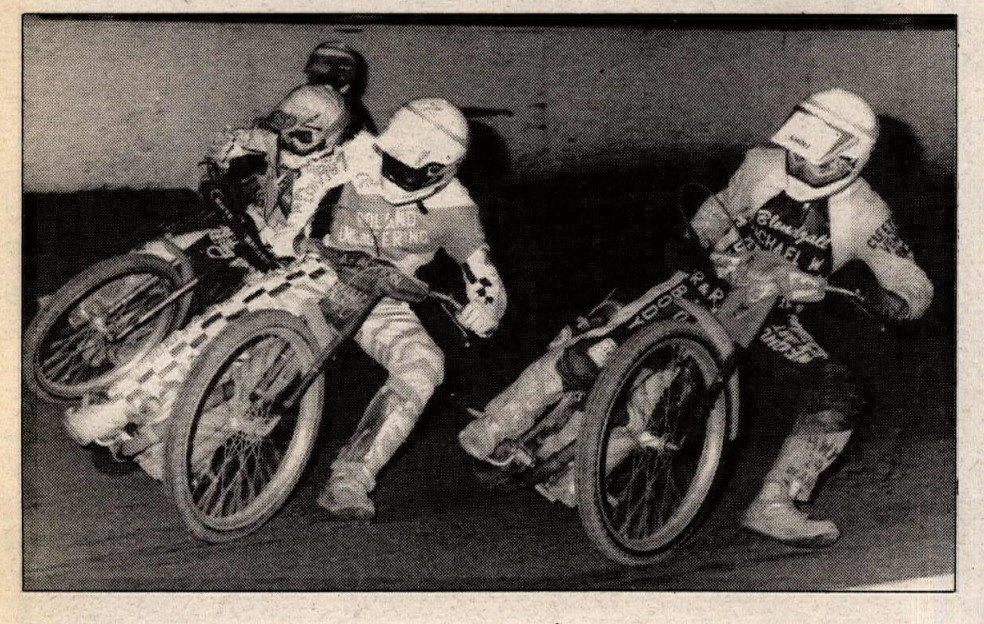
# SPEEDWAY Cirello Racing 16-Lap Classic



Bobby Schwartz took home a new motor for winning the longest race in American Speedway history, the Cirello Racing 16-Lap Classic at Inland Motor Speedway.

(L-R) Chris Manchester, Tony Bienert and Charlie Venegas battled for sixth place. Manchester took the position with Bienert seventh and Venegas ninth.



# Schwartz makes history at Inland Motor Speedway

**By Scott Daloisio**

SAN BERNARDINO, CA, AUG. 22

Bobby Schwartz etched his name on another page of the American Speedway history book by winning the Cirello Racing 16-Lap Classic at Inland Motor Speedway. The win came in the longest speedway race in American history and for his efforts, the 34-year-old Costa Mesa, California, resident took home a brand new Weslake motor.

Sixteen-lap speedway races are a tradition in England. It is also a tradition that the winner gets a new motor. Before this event, the longest speedway race in modern American history was eight laps, and the most riders on the track were eight as well. For this occasion, 10 riders started, all eager for the first-place prize put up by Cirello Racing. Prize money and contingencies totalled more than $8000.

The top 16 riders in IMS track points received invitations for the race. They would each contest four heats and the top 10 after the heats would move to the main. The other six would go into a 10-lap consolation.

### Heats

The first round of heats was quite predictable as the four pre-race favorites, Schwartz, Mike Faria, Steve Lucero and Josh Larsen, all recorded four-point wins.

Interest picked up in round two of the heats. In addition to racing for points and money, the riders were now going for a $300 auto alarm system from southern California's Power's Investigation. The winner of the fastest heat from heat five through 16 would win the system. The system was given away in heat five as Faria recorded the fastest heat of the night with a sizzling 50:78. That gave him four points, about $136 and a $300 alarm, and he still had three races to go. Faria would take home more than $1000 in cash and contingencies before the night ended. More important, he beat Larsen and Lucero in the same heat.

Schwartz and Faria both took victories in their third round rides, and heading into the 16th and final heat, it looked like Faria and Schwartz would end up tied on points. However, on lap two of heat 16, Tony Bienert blew by Faria and left him behind.

### Controversy

The way the rules read, the riders normally off the long yardage in Handicap racing would start on the back line of the main, putting five riders on the front line and five on the back. Six 50 yard-line riders qualified for the main, causing a controversy. With room for five on the back line, one would have to move up to the front yardage. Since Schwartz was the top point man, he received the option of starting on the outside of the front row or anywhere in the back. He wisely opted for the front.

Schwartz' choice caused a few others to question the starting procedure. While Jerry Black was winning the eight-lap Division Two main, officials huddled with the main event riders. They resolved that Schwartz would have first choice of where to start. Faria being the second high-point man would have second choice, third had the third choice and on down the line.

Schwartz chose the same spot. Faria decided to start next to him with other tough competitors Lucero, Andy Northrup and Brad Oxley joining them on the front row.

### Consolation

Chris Castin was off the pole for the start of the Consolation and he easily built his lead over Ronnie Kemp, while Gary Ackroyd, Steve Furman, Brent Werner, and Don Odom manned spots three through six. Werner blew a motor on lap four.

Nobody could get near Castin and he won by half a straight. Kemp got tired late and Gary Ackroyd passed him to finish second. Off the final corner, Kemp drifted way to the outside and Furman and Odom also took him for third and fourth.

### 16-Lap Main

Bruce Flanders called the riders to the track for the 16-lap main. Most of the riders had switched machines after the heats, and now they were riding bikes with the fat tanks from the old days. Special contraptions to hold the extra oil needed to go the distance were mounted everywhere. Normally, riders bump off from the pit gate in turn three and ride to their starting positions, but this time they bumped off just a few feet from their starting spots so they wouldn't use up any extra fuel.

As the tapes went up and the field thundered into turn one, Lucero, off gate two, led the pack into the first turn. However, he wheelied in the middle of the turn and caught a piece of Schwartz' rear tire as he was going by. It didn't bother Schwartz, but Lucero dropped back to third. By the end of the opening circuit, Andy Northrup got by Lucero as well.

On lap two, Schwartz, aboard the Promotion Products/STP/Budweiser/Oakley/KNAC GM, and second place Faria started to move away from Northrup. Alan Christian, who almost didn't make it to the main after a fall in his first heat, came from the last starting spot to fifth early in the race.

A tremendous battle was shaping up for the third spot between Northrup, Lucero, Christian, Oxley and Larsen. On lap four, Larsen, who chose to start on row two when there were still spots open up front, took Christian for fifth.

After four laps, Schwartz and Faria had separated themselves from the rest of the pack. Northrup manned third followed by Lucero, Oxley, Larsen, Christian, Tony Bienert, Charlie Venegas and Chris Manchester. Oxley, who took it easy, over the first few laps, came on strong on lap six when he went past Lucero and then streaked by Northrup for third on lap seven.

Northrup was tired. Soon after Oxley passed him, Lucero and Christian went by. On lap eight, he parked hard off turn two and he was no longer a factor.

Christian went inside Lucero on lap 10 for fourth. A lap later Larsen also passed Lucero, who also seemed to be tired.

At the three-quarter mark, Schwartz had a half-straight lead over Faria. It looked like the only hope for Faria was for Schwartz to have a mechanical failure. The same applied to Oxley who was a long way behind Faria.

Larsen became the only casualty of the event when he pulled off with two laps to go, when his primary chain began to tighten and then his box died.

The white flag came out and the fans waved Schwartz on over the final circuit and let out a roar when he crossed under the checkered flag. Faria was a distant second with Oxley far back in third. Christian stayed in fourth followed by Lucero, Manchester, Biernert, Northrup and Venegas. Larsen received credit for last.

Schwartz had an ear to ear grin when it ended. "The only strategy I had was to go for it from the start. I did just that and it paid off," said Schwartz, who has participated in several 16-lap speedway races in England.

Oxley wished he had tried Schwartz' go-for-it approach. "I thought it was great! I actually lost a bit of sleep the night before. Worrying about 16 laps, how hard was it going to be to hang on and how I would need to pace. After the race I wasn't that tired. Next year I am going to haul and not worry so much about pacing myself."

"I never thought I would see the day when I would race a 16-lap speedway main," said Christian. "It is a pretty long race, but I concentrated on trying to relax. There were four of us out there who were fighting and even when I got a good drive, it seemed like everybody else did at the same time. I dropped down low and they slowly dropped out. That is how I made up my time."

Lucero talked about his turn-one wheelie. "I got a good start, hit a hole and it pulled me back. I had to race with Northrup for a while and it wore me out. I think if I would have held the pole, I wouldn't have gotten tired so quick."

The best description of the event came from Faria. "That was an awesome race," he said. "I can't wait for the second annual event."

Neither can the other riders, officials and more than 4000 fans who left thoroughly satisfied that they had seen history. CN

### Results

**16-LAP CLASSIC:** 1. Bobby Schwartz (GM); 2. Mike Faria (GM); 3. Brad Oxley (Wes); 4. Alan Christian (Wes); 5. Steve Lucero (GM); 6. Chris Manchester (Jaw); 7. Tony Bienert (Wes); 8. Andy Northrup (Wes); 9. Charlie Venegas (Gdn); 10. Josh Larsen (GM).

**CONSOLATION:** 1. Chris Castin (Wes); 2. Gary Ackroyd (Wes); 3. Steve Furman (Wes); 4. Don Odom (GM); 5. Ronnie Kemp (Wes); 6. Brent Werner (Gdn).

**D-2:** 1. Jerry Black (Wes); 2. Greg Appelman (Wes); 3. Mark Castin (Wes); 4. Mark Faul (Wes); 5. Rob Ball (Gdn); 6. Jeff Castin (Wes); 7 Bobby Campbell (Wes); 8. Bob Richards (GM).

**IDBA Summer Nationals: Round 6**

# Drake stands alone at Maple Grove

**By Nina Henderson**

READING, PA, AUG. 1-2

The 1990 International Drag Bike Association Funny Bike Champion, Steve Drake, noticed that he was the only current number one plate holder in the Maple Grove Raceway winner's circle after the Summer Nationals. His comment prompted the following obervation from a bystander: "Hey, there's nobody here from the parade of number one qualifiers, either!"

Conditions were the same as at June's Sunshine Nationals and at July's Firecracker Nationals — a large market from which to draw fans and rain! There was rain all day Friday, early Saturday and the forecast of rain Sunday. As with the races at Rockingham and National Trail, the track was dry enough by noon Saturday that three full rounds of qualifying were run and the quality of Sunday's competition was not dampened by the forecasted rain, which never showed.

Houston's Terry Kizer qualified the OER Kosman-Suzuki number one in Funny Bike at 7.05 seconds; Pro Comp Champion Reggie Showers and his Suzuki took the parade lap with a 7.42; two-time NHRA and four-time IDBA Champion Dave Schultz qualified number one in Pro Stock at 7.89; Dean Frantz had an on-the-standard 8.20 in Top Gas to ace the ladder, Mike Konopaki was on top in the Super Comp division at 8.60, and Steve Muller posted a 7.20 in Pro Gas and Margaret Borchardt a 9.90 in Super Gas to top their class qualifying. Peter Hansen was under his F/M Triumph 12.23 record by .739 to earn the number one spot in Super Eliminator.

Sunday dawned hazy with humidity in the 90s and temperatures in the 80s but a dry track the night before allowed a liberal application of VP's Lane Choice and traction was superb. Three or four drive chains broke during the practice lap, and the racing was equal to the quality of the track.

Funny Bike Champion Steve Drake lost a fuel pump on the Espy Racing Kawasaki shortly before lining up against Tommy Bolton, but mechanics Lionel Edwards and Mike Roller were able to replace it and see Steve take Bolton out at 7.425/173.21 to 7.503/179.35 in the semis. Against former F/B champ Terry Kizer in the final, Drake chopped the tree down at .429 to Kizer's .607 reaction time and won handily at 7.136/181.78 as Kizer blew an engine at the eighth and coasted through at 9.817/85.54.

In Pro Comp competition, number one qualifier and current champ Reggie Showers defeated points leader Dave Cartwright in the semis and faced 1988 champ Dwight Seldon on a new Kawasaki in the final. After the race, Showers said, "There couldn't have been a better run anywhere, anytime. One one-thousandths of a second difference!" Seldon got the pass off the starting line at .506/7.479/168.28 to Showers' .527/7.478/178.28.

IDBA current and NHRA former Pro Stock Champion Dave Schultz qualified his Kawasaki number one, one one-hundredth quicker than the Kawasaki under Paul Gast. In the semis Gast ousted Toledo's Keith Gray 7.92 to 8.06 to follow the ladder's numerical progression but Schultz's tranny vibration caused it to shift from second to fourth to give IDBA Pro Stock newcomer Steve Meiterman the pass at 8.07 to a 9.02.

Gast then came back in the final to get Meiterman by a little more than a tenth, 7.921/164.92 to an 8.036/164.98 in an all-Kawasaki final.

Every Pro Eliminator class was won by the number two qualifier. The heads-up eliminator classes were even more of a scramble than the pros: In the 8.20 Top Gas class Scott Barger, on a Suzuki, took the win from the number 11 qualifing position with an 8.35/126.31 against Rob Comber at a quicker 8.25/154.29. Barger was only one one-thousandth of a second from a perfect light on the tree, cutting a .401 to Comber's .590.

In Pro Gas, where the standard is 9.20, it was a home folks' final, as Richard Smith won with a 9.22/134.40 against a 9.25/137.09 by Jim Fultz. In the final both riders turned identical reaction times at .414!

In the 9.90 Super Gas class, Joe Klemme rode his Katana to a 9.98/130.54 win from the number eight spot when Larry Duke suffered a stuck throttle on his Kawasaki and burned through for a foul. CN

**AMA 600cc National Championship Dirt Track Series: Round 6**

# Hale wins DuQuoin Mile

**By Dave Hoenig**
**Photo by Flat Trak Fotos**

DUQUOIN, IL, AUG. 26

Rookie Expert Mike Hale scored his first-ever National win, beating two-time Grand National Champion Ricky Graham in the DuQuoin Mile round of the AMA 600 National Championship Dirt Track Series.

The DuQuoin 600 National Mile which is run on the famed oval at the fairgrounds in southern Illinois is probably the best kept secret in professional motorcycle racing, but the small turnout of spectators were rewarded by some excellent racing.

The win by the Bob Hale/Karl Klement/Bieffe/Motion Pro/Tsubaki/Red Line/Hot Jammin/Super Fuels-sponsored rider from Texas moved him to within one point of defending champ Chris Carr in the point standings. Carr's race day came to an end when he failed to advance out of his heat race with what was later diagnosed as a clogged fuel filter which all but stopped his Harley-Davidson.

"That was the best race of my life," said an excited Hale in winner's circle. "I loved it! It was good racing out there with Ricky Graham. Being out there with a veteran, you knew you could trust him and not worry about some rookie out there," added Hale who then laughed when he realized what he had just said.

### Time Trials

Terry Poovey logged the fastest lap in time trials with a 36.90-second tour, the first turned in at the beginning of the race program. David Durelle was the only other rider to log a lap in the 36-second range, a 36.95-second effort. Bryan Villella, Carr and Hale rounded out the top five qualifiers.

Roy and James Hart were the two quickest Junior riders, at 37.30 and 37.31, respectively.

### Heats

Heat one was red-flagged when Brian Duncan fell on the first lap. Duncan took a ride to the hospital to get checked out but returned to the track later in the day with a twisted knee. Tim Mertens and Poovey hooked up in a duel on the restart and after swapping the lead all around the track the nod went to Poovey. Jim Sumner got by Erick Gruber on the last lap to qualify for his first-ever National final.

Brian Tillson brought out the red flag in the second heat and although he was uninjured he failed to make the restart due to the damage suffered by his bike. The red flag came out again when Steve Rasmussen and Erik Graybeal touched in turn one with Graybeal then going down. Graybeal, like Tillson, couldn't get his bike ready in time to make the restart.

Once heat race number two got underway for good, it was Durelle and James Hart pulling away out front and on the white flag lap Hart took the lead for good. Larry Pegram finished third over Rasmussem.

Heat number three started out as a three-rider duel involving Bryan Villella, Will Davis and Graham, but Villella went down and Graham went on to win over Davis. Rich King took third.

Hale dominated the final heat race, winning by a full straightaway over Billy Herndon and Dave Camlin. Carr finished last after having sat on the pole.

### Semis

Gruber came from the penalty line at the start of the first semi to go on and win, grabbing the sole advancement spot up for grabs in the race, over Rasmussen who gave him a fight all the way.

The second semi was an eight-rider winner-take-all affair and that honor went to Mike Reid.

### Last Chance Qualifier

Greg Sims broke away from the pack at the halfway point of the 10-lap LCQ and sailed home the winner to take the last starting spot on the National final's grid.

### Junior Main

The Junior main event gridded the 12 fastest Juniors who failed to qualify for the National final and this time out it was Rasmussen's turn to taste champagne as he pulled off a last lap pass to score the win over Jason Fletcher and Georgie Price, who was riding his first-ever mile oval race.

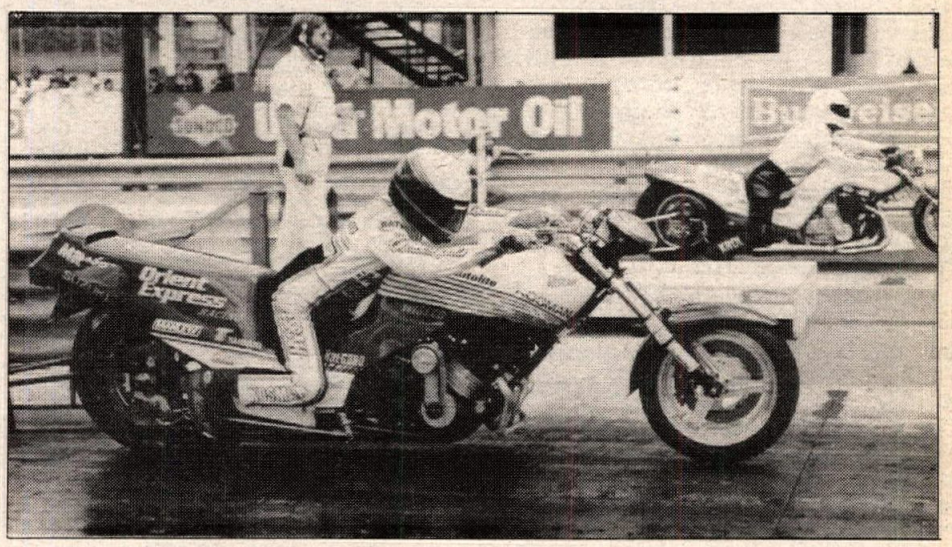
### National

Poovey and Mertens renewed their heat race battle at the start of the final with James Hart holding down third. Positions changed all around the track with Poovey leading most of the time at the line. But on the fifth lap Poovey's bike started leaving a trail of smoke and after a red flag caused by a spill by Davey Durelle prompted a restart, Poovey had dropped out. Durelle was also unable to make the restart as were Camlin with a broken throttle cable and Mertens who was unable to get his bike restarted.

The retirements left Hale in front of the single-file restart with Graham,

**Rookie Expert Mike Hale defeated former Grand National Champion Ricky Graham to win the DuQuoin Mile round of the 600cc National Championship.**

**Terry Kizer set the quickest Funny Bike time (6.97 sec./193.34 mph) at the Maple Grove Summer Nationals, but he lost the final pass with an electrical failure.**



# LOCAL EVENTS

**Scott Mumford (51) leads Chuck Bennet (22) and James Deridder (12) during a 250cc Junior start at Sunrise Cycle Park.**

Davis, James Hart, King, Herndon, Reid, Pegram, Sims, Sumner and Gruber following him at the flash of the green light.

The restart shook things up and it was Graham who made the crucial mistake. "I blew the bike up on the restart. I bent a valve and didn't get into high gear until exiting turn two. It would still run, but it surged and I couldn't hold the draft on Mike (Hale)."

Graham's misfortune left Hale out front and Reid pulled into second on lap 13 only to see Graham find enough power to pass him back. Hale and Graham pulled away from the field and it appeared as if Graham was trying to set the rookie up for a pass attempt, but the expected last lap charge by Graham never came and Hale scored the win.

"It just started puking down the back straight," said Graham, "and that was enough for him to get away."

Reid held on for third and his first trip to a National winner's circle. "This was my best ride by a long shot," said Reid. "That motor was slapped together last week after I grenaded my other motor at Stockton. We had never run this one, it was just sitting in the garage, but it was really fast."

Winner Hale was excited about both the win and being just a point behind Carr in the 600 National point standings. He was also trying to talk himself out of going to Castle Rock for the last 600 National on September 22. "It's a long way from Texas and I get home tomorrow and start school on Tuesday. I'd have to miss a lot of school (to compete at Castle Rock). I am going to all the Grand Nationals, though." CN

### Results

**TIME TRIALS:** 1. Terry Poovey (36.90); 2. Dave Durelle (36.95); 3. Bryan Villella (37.05); 4. Chris Carr (37.05); 5. Mike Hale (37.12); 6. Roy Hart (37.30); 7. James Hart (37.31); 8. Tim Mertens (37.33); 9. Erick Gruber (37.35); 10. Audie Huff (37.36); 11. Mike Reid (37.47); 12. Bill Herndon (37.54); 13. Dave Camlin (37.56); 14. Greg Sims (37.57); 15. Larry Pegram (37.63); 16. Alan Eadie (37.65); 17. Bret Beyer (37.66); 18. Brian Tillson (37.71); 19. Will Davis (37.73); 20. Chris Evans (37.74).

**HEAT 1:** 1. Terry Poovey (H-D); 2. Tim Mertens (H-D); 3. Jim Sumner (H-D): 4. Erick Gruber (W-R); 5. Alan Eadie (H-D); 6. Steve Champine (H-D); 7. Bret Beyer (H-D); 8. Mark Gruber (W-R); 9. Georgie Price (W-R); 10. Dave Hebb (H-D): 11. Vernon Browne (W-R); 12. Gary Davis (H-D).

**HEAT 2:** 1. James Hart (Rtx); 2. Dave Durelle (W-R); 3. Larry Pegram (W-R); 4. Steve Rasmussen (H-D): 5. Harold Dorsey (Rtx); 6. Brian Kromroy (H-D): 7. Scott Sehl (W-R); 8. Dale Jenneman (H-D); 9. Tom Daniele (W-R); 10. Eric Graybeal (W-R); 11. Audie Huff (H-D); 12. Brian Tillson (W-R).

**HEAT 3:** 1. Ricky Graham (W-R); 2. Will Davis (H-D); 3. Rick King (Rtx); 4. Mike Reid (Rtx); 5. Craig Estelle (H-D); 6. Greg Sims (H-D); 7. Tom Troudt (W-R); 8. Danny Koelsch (H-D): 9. Bart Schmulbach (W-R); 10. Larry Davis (H-D); 11. Roy Gene Hart; 12. Bryan Villella (W-R).

**HEAT 4:** 1. Mike Hale (W-R); 2. Billy Herndon (H-D); 3. David Camlin (H-D); 4. Jason Fletcher (Rtx); 5. Kris Kiser (Rtx); 6. Scott Adams (W-R); 7. Chris Evans (Hon); 8. Tony Donahue (W-R); 9. Cory Perreault (W-R); 10. Jeremy Lucy (H-D); 11. Claude Racine; 12. Chris Carr (H-D).

**SEMI 1:** 1. Erick Gruber; 2. Steve Rasmussen; 3. Georgie Price; 4. Mark Gruber; 5. Dale Jenneman; 6. Scott Sehl; 7. Alan Eadie; 8. Brian Kromroy; 9. Steve Champine; 10. Bret Beyer.

**SEMI 2:** 1. Mike Reid; 2. Jason Fletcher; 3. Greg Sims; 4. Craig Estelle; 5. Chris Evans; 6. Tom Troudt; 7. Scott Adams; 8. Kris Kiser; 9. Tony Donahue; 10. Cory Perreault; 11. Danny Koelsch, Jr.; 12. Bart Schmulbach.

**LAST CHANCE QUALIFIER:** 1. Greg Sims; 2. Steve Rasmussen; 3. Jason Fletcher; 4. Craig Estelle; 5. Chris Evans; 6. Mark Gruber; 7. Tom Troudt; 8. Dale Jenneman; 9. Georgie Price; 10. Scott Sehl.

**JR:** 1. Steve Rasmussen; 2. Jason Fletcher; 3. Georgie Price; 4. Danny Koelsch, Jr. 5. Tony Donahue; 6. Bret Beyer; 7. Scott Sehl; 8. Cory Perreault; 9. Larry Davis; 10. Brian Kromroy; 11. Dale Jenneman; 12. Alan Eadie.

**600 NATIONAL:** 1. Mike Hale (W-R); 2. Ricky Graham (W-R); 2. Mike Reid (Rtx); 4. Rich King (Rtx); 5. Jim Sumner (H-D); 6. Billy Herndon (H-D); 7. James Hart (Rtx); 9. Greg Sims (H-D); 9. Larry Pegram (W-R); 10. Erick Gruber (W-R); 11. Will Davis (H-D); 12. David Camlin (H-D); 13. Tim Mertens (H-D); 14. Dave Durelle (W-R); 15. Terry Poovey (H-D).

**CMC Trans-Cal MX Series South: Round 2**

## Young triumphant at Sunrise Motocross

**By Donn Maeda**

ADELANTO, CA, AUG. 19

Round two of the southern portion of CMC Trans-Cal MX Series held at Sunrise Cycle Park saw Yamaha/Clover/Noleen/Smith/Prexport/Bieffe/Bob's Crazy Brush/Motul-backed Michael Young smoke to double moto wins in the 250cc Pro class. Young controlled both motos with relative ease, while Suzuki-mounted Terry Fowler and Team Green's Michael Craig chased in hot pursuit.

Young got things rolling by leading the pack down the start straight in moto one. Tracy Monterone and Mike Chamberlain followed close behind as they funneled through the first few turns, while Chris Young was found on the ground in the second turn. Craig was back in seventh, but was on the gas and began to weave through the field.

At the beginning of lap three, Michael Young had already established a five-second lead and looked to be in complete command. Fowler had worked his way around Monterone then snuck under Chamberlain in a banked turn to take over second. Craig then began knocking at Chamberlain's door, and after overtaking him Craig reeled in Fowler within two laps. Craig soared past Fowler and tried to close the gap on the leader. Although Craig gained on Young, it wasn't enough to overcome the huge lead and Young crossed the finish line ahead of Craig, Fowler, and Chamberlain.

Mike Young got the holeshot in moto two ahead of Fowler, Chris Young, and Chamberlain. Mike Young set a speedy pace as Chris Young jumped past Fowler in pursuit of the leader. The two Youngs proceeded to battle back and forth, but it was Mike Young who stayed on top. Fowler fought off the advances of Chamberlain to finish third, while Craig had a disappointing moto and finished sixth.

In 250cc Junior class action, Dennis Dahlin II grabbed the holeshot in moto one with 20 other riders snapping at his boots. Dahlin was able to build a small lead, while Scott Mumford and James DeRidder shuffled into second and third. Meanwhile, Mat Bateman began to move towards the front of the pack after a dismal start. Bateman sailed past riders on the jump-laden track and had worked up to DeRidder's rear fender by the halfway point.

Up front, Dahlin built a substantial lead and was in no danger of being passed. DeRidder tried many times to work into second, but Mumford held his lines. Just as DeRidder hounded Mumford, Bateman shadowed DeRidder. Time ran out though, and Bateman had to settle for fourth behind DeRidder, Mumford and Dahlin.

Bateman stormed back with a vengeance in moto two, and grabbed the holeshot ahead of Chuck Bennett and Jason Foxe. Bateman rode like a madman, but Dahlin stuck to his rear fender. Finally, on lap six, Dahlin squeezed past Bateman and cruised to the victory. Bateman stayed within striking distance, ahead of Bennett and Foxe. CN

### Results

**P/W:** 1. Jennifer Nelson (Yam); 2. Jason Skuta (Yam); 3. Johner Faulkner (Yam); 4. Nick Puccio (Yam); 5. Dillon Lord (Yam).

**60 0-8:** 1. Randy Clark (Kaw); 2. Justin Scullen (Kaw); 3. Nick Puccio (Kaw); 4. Timothy Pollard (Kaw); 5. Ian Igercic (Kaw).

**60 9-11:** 1. Jimmy Varis (Kaw); 2. Josh Tarantino (Kaw); 3. A.J. Aspatore (Kaw); 4. Jerry Aleman (Kaw); 5. Shawn Igercic (Kaw).

**80 BEG:** 1. Mike Molina (Suz); 2. Shawn Fortier (Kaw); 3. Eddie Finnels (Suz); 4. Ceasar Galvez (SCR); 5. D.J. Sweeny (Yam).

**80 JR:** 1. Dustin Nelson (Suz); 2. Jason Matthews (Suz); 3. Chris Finley (Kaw); 4. Scott Johnson (Suz); 5. Brad Schultz (Suz).

**80 INT:** 1. Greg Yearsley (Suz); 2. David Ehlgizer (Suz); 3. E.J. Wright (Suz); 4. Jeff Willoh (Kaw); 5. Ty Kady (Kaw).

**80 EX:** 1. Jesse James (Suz); 2. David Pingree (Suz); 3. Terry Parsons (Hon); 4. Mike Metzger (SCR).

**80 OPEN:** 1. Jay Theys (Suz); 2. Josh Tarantino (Suz); 3. A.J. Aspatore (Kaw); 4. Reginald Mitchell (Kaw); 5. Steve Wisdom (Kaw).

**125 BEG:** 1. Charles Vice (Suz); 2. Josh Ryen (Hon); 3. Mike Battista (Suz); 4. K.C. Blackburn (Kaw); 5. Rodney Peterson (Yam).

**125 BEG 2:** 1. David Nichols (Kaw); 2. Joey Ciracco (Hon); 3. Troy Cummingham (SCR); 4. Mark DeSlauriers (Suz); 5. Joe Heald (Hon).

**125 JR:** 1. David Evilsizer (Suz); 2. Brian Teets (Kaw); 3. David Cincotta (Hon); 4. Grant Gaspar (Yam); 5. Chris Keefer (Suz).

**125 INT:** 1. Billy Joe Mercier (Hon); 2. Timmy Staufenbeil (Hon); 3. Terry Swanson (Suz); 4. Kevin Geyer (Suz); 5. Crash Ridgeway (SCR).

**125 PRO:** 1. Jeremy McGrath (Kaw); 2. Michael Ray Craig (Kaw); 3. Derek Natvig (Kaw); 4. Mike Chamberlain (Yam); 5. Terry Fowler (Suz).

**250 BEG:** 1. Peter Guner (Yam); 2. Mike Horton (Yam); 3. Chuck Valenzuela (Hon); 4. Cameron Steele (Kaw); 5. Jay Pavlovec (Hon).

**250:** 1. Dennis Dahlin (Kaw); 2. Mat Bateman (Yam); 3. Scott Mumford (Yam); 4. Jason Foxe (Yam); 5. Morgan Grant Steele (Suz).

**250 INT:** 1. Billy Joe Mercier (Hon); 2. Chris Ridgeway (SCR); 3. Dan Ulven (Kaw); 4. Bill Sauro (Suz); 5. Kevin Geyer (Suz).

**250 PRO:** 1. Mike Young (Yam); 2. Terry Fowler (Suz); 3. Mike Chamberlain (Yam); 4. Mike Craig (Kaw); 5. Chris Young (Suz).

**500 BEG:** 1. Scott Churchill (Hon); 2. Jason Aeck (Yam); 3. Greg Reider (Hon); 4. Colin Morgan (Kaw); 5. Mike McCoy (KTM).

**500 JR:** 1. Ritchie Sheiman (Hon); 2. Jerry Ehlers (Kaw); 3. Scott Hoffman (Hon); 4. Tom Fry (Kaw); 5. Mike Carr (Hon).

**500 INT:** 1. Jerry Hersley (Kaw); 2. Brian Lewaller (Hon); 3. Chad McIntosh (ATK); 4. Chad Bruce (Hon); 5. Steve Devors (ATK).

**500 PRO:** 1. Mike Fisher (Kaw); 2. Craig Davis (Hon); 3. Dan Berg (Hon); 4. Ryan Carlisle (Kaw); 5. Jon Ortner (Hon).

**UTH JR:** 1. Tim Wahlberg (Kaw); 2. Melton Morales (Suz); 3. Mike Carr (Hon); 4. Jeff Smith (Hon); 5. Lou Soto (Kaw).

**UTH INT:** 1. Merle Hammer (Yam); 2. Gary Wagner (Kaw); 3. Jay Blood (Hon); 4. Todd Cunningham (SCR).

**VET JR:** 1. Dominic Gagliaino (Suz); 2. Rudy Chavez (Hon); 3. Mark Stroup (Hon); 4. Gary Yearsley (Yam); 5. Craig Fisher (Suz).

**VET INT:** 1. Michael Gibson (Hon); 2. Dave Graham (Kaw); 3. Clint James (Yam); 4. Jim Stertz (Yam).

**VET MSTR:** 1. Rich Borteiau (Suz); 2. Tim Marsh (Hon); 3. Bob Tippit (Hon); 4. Brad Beilec (ATK).

**VET PRO:** 1. Pedro Murray (Suz); 2. Ron Turner (Hon); 3. Mark Johnson (Suz); 4. Carl Gazafy (Hon).

**OT JR:** 1. Robert Wykoff (Yam); 2. Larry Kirsch (Hon); 3. Jim White (Yam); 4. Carl Ellert (Kaw).

**OT INT:** 1. Adrian Mesa (Hon); 2. Tom Spurgin (Hon); 3. Gray Phie (Hon).

**OT MSTR:** 1. Sam Groce (Suz); 2. Jack McCormick (Hon); 3. Robert Fortier (Yam).

## Bolade blasts Pueblo Road Race

**By David Lucas**

PUEBLO, CO, AUG. 19

Brad Bolack has been charging hard and leading the Novice and Amateur GTO races at most of the eight events conducted thus far this season by Colorado's Motorcycle Roadracing Association. However, his Kawasaki Ninja 900 was challenged by the Suzukis of Richard Kimbell and Doug Lyle. The half-mile plus straight after the start allowed the field to sort itself out before the fast, right-sweeping first turn. Kimball, Bolack and Lyle were tightly bunched with Allen Grieve and Arron Dickey jostling just behind. The order shifted slightly as Kimball put a slight lead on Bolack, but Bolack's attack in the corners kept him within striking distance throughout the race. The sprint to the checkered flag belonged to Kimball as he was able to hold the best line from the last corner to the finish. Lyle had been in the hunt but was occupied with the attentions of Dickey.

The Novice GTO race was a head-to-head battle for several laps between Bolack and Dickey, until Bolack used the corners to pull away and cross the finish line uncontested by Dickey or Lyle, who gained a third. Bolack's wins almost assure that he will be the champion in both classes as well as the recipient of a set of Protech leathers to be awarded to the amateur or novice rider with the greatest amount of points accumulated throughout the season.

### Results

ROR-GTU: 1. Jon Terry (Yam); 2. Dan Walker (Yam); 3. Kurt Dimick (Yam); 4. Mark Schellinger (Hon); 5. Dave Devereaux (Hon).

ROR-GTU: 1. Dan Turner (Suz); 2. Geoff Cesmat (Suz); 3. John Hopperstad (Yam); 4. Guy Clasen (Suz); 5. Greg Curtis (Kaw).

450 S/BK: 1. Aaron Merriman (Yam); 2. Jay Jensen (Yam); 3. Mark Erickson (Yam); 4. Rod Bruske (Yam); 5. Mike Cunningham (Rtx).

600 S/BK: 1. Dan Walker (Yam); 2. John Hjelm (Suz); 3. Jon Terry (Yam); 4. Mark Schellinger (Hon); 5. Bobby O'Dell (Yam).

750 S/BK: 1. John Hopperstad (Yam); 2. Jon Terry (Yam); 3. Greg Curtis (Kaw); 4. Richard Stark (Suz); 5. Brian Flanagan (Suz).

OPEN S/BK: 1. Geoff Cesmat (Suz); 2. Guy Clasen (Suz); 3. Greg Curtis (Kaw); 4. Phillip Noyes (Suz); 5. Dennis Burke (Suz).

600 S/SPRT: 1. Dan Walker (Yam); 2. Bobby O'Dell (Yam);

3. Terry Harnish (Kaw); 4. Mike Surratt (Suz); 5. John Weiss (Yam).
750 S/SPRT: 1. Geoff Cesmat (Suz); 2. Richard Stark (Suz); 3. Brian Flanagan (Suz); 4. Guy Clasen (Suz); 5. Bobby O'Dell (Yam).
OPEN S/SPRT: 1. Dan Turner (Suz); 2. Guy Clasen (Suz); 3. Phillip Noyes (Suz); 4. Mike Pettiford (Suz); 5. Dennie Burke (Suz).
F-COLO: 1. Dave Devereaux (Hon); 2. Mike Cunningham (Rtx); 3. Jay Jensen (Yam); 4. Mark Erickson (Yam); 5. Bill Fischer (Rtx).
AM GTU: 1. Dave Terry (Yam); 2. Danny Adamson (Yam); 3. Joe Miner (Yam); 4. John Weiss (Yam); 5. Michael Smith (Yam).
AM GTO: 1. Richard Kimball (Suz); 2. Brad Bolack (Kaw); 3. Doug Lyle (Suz); 4. Aaron Dickey (Suz); 5. Allan Greive (Suz).
NOV GTU: 1. Michael Smith (Yam); 2. John Beldock (Hon); 3. Wes Hjelm (Hon); 4. Scott Evans (Yam); 5. Chris Taylor (Yam).
NOV GTO: 1. Brad Bolack (Kaw); 2. Aaron Dickey (Suz); 3. Doug Lyle (Suz); 4. Randall Miller (Suz); 5. Don Pino (Hon).

## Holas hops at PIR Motocross

### By Dan Meeker

PORTLAND, OR, AUG. 23
An impressive performance by Mike's Suzuki-backed Tim Holas resulted in a pair of moto wins and an overall victory in the Mini Junior class at Portland International Raceway.

Ernie Gendron led the way as the gate dropped for the first moto, but Holas was in hot pursuit followed by Rick Steiner. Gendron and Holas developed a quick lead on the eight other riders as they immediately began battling for the top position. Holas actually passed Gendron on a section of jumps along the back straight of the track, but, before the two riders had reached the end of that straightaway, Gendron had repassed to retake the lead. The battle continued until, with four laps remaining, Holas cleared a set of small double jumps and took over the lead for good.

As Holas built a cushion between himself and Gendron, some serious action was developing behind them as Kory Rasmussen was on the move after beginning moto six. In one lap Rasmussen managed to pass Kevin Eakin, Joshua Bruce and Steiner. Before the moto ended, Gendron had fought his way back into fighting distance of Holas, but was unable to get by. The moto ended with Holas, Gendron and Rasmussen leading the way.

Gendron repeated his first moto holeshot in moto two and once agai it was Holas hot on his heels. Gendron and Holas quickly separated themselves from the rest of the pack. Rasmussen had a much better start as he got off the line in third behind Holas, but was unable to finish any better than eighth after a second lap mishap took him out of contention. On that same lap Holas used the outside line of a left-hand corner to get by Gendron and take over the lead. Ed Pearson inherited third and rode strong to hold down that position and improve upon his sixth-place finish in the first moto. Holtgrew repeated his fourth place finish of the first moto. His consistency was rewarded with a third overall behind Holas and Gendron.

**Results**

W/P/W: 1. Gregory Blackwell (Yam); 2. Erin Hucke (Yam); 3. Travis Broguiere.
P/W 6-8: 1. Justin Ruth (Kaw); 2. Gregory Blackwell (Kaw); 3. Mike Storm (Hon).
P/W 9-11: 1. Robert Holtgrew (Kaw); 2. Kevin Eakin (Kaw); 3. Travis Murphy (Kaw).
WMN: 1. Kelly Smith (Hon).
MINI BEG: 1. Joshua Bruce (Suz); 2. Jason Ball (Kaw); 3. Josh Santos (Kaw).
MINI JR: 1. Tim Holas (Suz); 2. Ernie Gendron (Suz); 3. Robert Holtgrew (Kaw).
MINI INT: 1. T.J. Webber (Kaw); 2. Cory Fuller (Kaw).
125 BEG D-1: 1. Ernie Gendron (Suz); 2. Chris Williams (Kaw); 3. Mike Hoogendam (Hon).
125 BEG D-2: 1. Steve Selby (Kaw); 2. Tyler Brawley (Hon); 3. Josh True (Kaw).
125 JR: 1. Troy Kibble; 2. Matt Krause (Yam); 3. Pat Muxlow (Kaw).
125 INT: 1. Jason McCormick (Hon); 2. Ben Rhoades (Kaw); 3. Forrest Transue (Kaw).
125 PRO: 1. Mike Bell (Suz); 2. Rian Gant (Suz); 3. Don Bisceglia (Suz).
250 BEG D-1: 1. Darrin Moore (Hon); 2. David Winters (Suz); 3. Rich Hubbard (KTM).
250 BEG D-2: 1. Mike Goulart (Hon); 2. Jason Linse (KTM); 3. Brian Weselman (Hon).
250 JR: 1. Tim Meissner (Yam); 2.James Knight (Yam); 3. SteveSager (Hon).
250 INT: 1. Ryan Huffman (Hon); 2. Ed Jensen (Hon); 3. Doug Gravelle (Kaw).
250 PRO: 1. Terry Hamness (Kaw); 2. Ben Wagenman (Hon).
OPEN BEG: 1. Robert Broguiere (Suz); 2. Monty Price (ATK); 3. Brian Bohren (Hon).
OPEN JR: 1. Ken Waddington (Hus); 2. Steve Hamm (Hon); 3. Gary Roe (Hon).
OPEN INT: 1. Kip Templeton (Hon); 2. Tony Martin (Hon).
OPEN PRO: 1. Don Boespflug (Kaw); 2. Shawn Colangelo (Kaw).
25-30: 1. Steve Smith (Suz); 2. Pat Dale (Suz); 3. Gary Byars (Suz).
VET C: 1. David Winters (Suz); 2. Darrell Sexton (Yam); 3. Hobey Kates (Hon).
VET B: 1. Dave Hucke (Yam); 2. Kevin Greer (Suz); 3. Rick Johnson (Hon).
VET A: 1. Dave Eaking (Hon); 2. Mike Chase (Yam); 3. Ron Kent (Yam).
40+ NOV: 1. Dewey Lenaburg (Kaw); 2. Stephen Forte (Hon); 3. Gene Chittim (Hon).
40+ AM: 1. John Meusling (Hon); 2. Bill Johnston (KTM); 3. Eric Burkinshaw (Suz).
40+ EX: 1. Mike Perry (Suz); 2. Jim Lamkin (Hon); 3. Jim Parks (Hon).

## Greer, Snider top LACR Night MX

### By Tony Alessi

PALMDALE, CA, AUG. 24
Brent Greer and Ray Snider posted four moto victories in division one and two of the 125cc Beginner classes during the CRC Friday Night Series at Los Angeles County Raceway.

Greer started third behind Jordan Lieberman and Bryan Croft at the start of the first 125cc Beginner division one moto. Lieberman tried hard but was no match for Greer. Once in second Greer dogged Croft up to the final laps. Greer caught Croft off guard and made the pass for the lead which he held to the checkered flag.

Greer holeshot the second moto and powered away, leaving Croft and Josh Stevens to battle over second. Lieberman rode two consistent motos and scored third overall behind Croft and Greer.

Snider came away winner of the second division of the 125cc Beginner class after battling with Anthony Bojarano. Bojarano and Snider exchanged the lead in excess of 10 times during the two motos and pulled far away from the rest of the pack. When the dust settled it was Snider first in both motos with Bojarano following with a pair of runner-up finishes.

Jason Reed continued his assault of the 125cc Novice class as he powered by Tony Ferragamo in both motos. Ferragamo led both races to the late stages before Reed squirted by for the victories. Marc Lippert finished third overall ahead of James McKay and David Chase.

**Results**

80 BEG: 1. Chris Neitzel; 2. Bobby Killian; 3. Joe Hicks; 4. Mrk King; 5. Ben Bejarano.
80 INT: 1. Jason Reed; 2. Jay Theys.
BIG WHL: 1. Aaron Bingardnerr; 2. Cliff Cook.
125 BEG D-1: 1. Brent Greer; 2. Bryan Croft; 3. Jordan Lieberman; 4. Josh Stevens; 5. Scott Michaels.
125 BEG D-2: 1. Ray Snider; 2. Anthony Bojarano; 3. Robert Stuart; 4. Brett Heinselman; 5. David Heinselman.
125 NOV: 1. Jason Reed; 2. Tony Ferragamo; 3. Marc Lippert; 4. James McKay; 5. David Chase.
125 INT: 1. Terry Swannson; 2. Eric Hallgath; 3. Dave Larson; 4. Jason Simmons; 5. Ryan Spurgin.
125 PRO: 1. Rich Truchinski.
250 BEG: 1. Shane Ramey; 2. Mike Davis; 3. Lawrence Lewis; 4. Randy Genic; 5. Harvey Bohman.
250 NOV: 1. Joe Hanon; 2. Michael Gilmore; 3. Justin Iannalto; 4. Art Custor; 5. Keith Brown.
250 INT: 1. Adam Pontious; 2. Merle Hammer; 3. Mike Blair.
250 PRO: 1. Tim Telford; 2. Kenny Zhart.
500 NOV: 1. Mike Bolling; 2. Mark Stratton.
500 INT: 1. Eddie Armstrong.
VET BEG: 1. Don Gossett; 2. Michael Haines; 3. Mark King; 4. Ken Clark; 5. Kelly Nogy.
VET NOV: 1. Steve Schrobsdorf; 2. Dave Osterman; 3. Dean Jennings; 4. Ron Hupfield; 5. Jeff Minderhout.
VET INT: 1. Kenny Baker; 3. Karel Kramer.
VET EX: 1. Jim Sendelbach; 2. Mike Webb.
JR VET BEG: 1. Adi Sahar; 2. Alon Sahar; 3. Forest Wasson; 4. Mike Blair; 5. Lior Verner.
JR VET NOV: 1. Tim Wahlberg; 2. Ed Pierce, Jr.; 3. Tip Webb; 4. Dennis Foster; 5. Dermut Carroll.
JR VET EX: 1. Rich Truchiski; 2. Mike Webb.
SR BEG: 1. Dale Trubey; 2. John Flanders.
SR EX: 1. Steve Dunlap.

## Kempel captures win at Spring Creek Motocross

### By Rolfe Otterness

MILLVILLE, MN, AUG. 18-19
Jason Kempel had a great weekend at the Spring Creek Park motocross track, winning the 125cc A class and placing second in the Youth class in Saturday's races. On Sunday he took first place in the special amateur race held in conjunction with the 125/500cc National MX. The field of competitors for Sunday's race consisted of those riders who placed near the top of their classes on Saturday in the Mini Sr, 125cc Youth, Over 25, Vet A and other A classes. The amateur competition drew 500 riders eager to give it a shot on the top rated Spring Creek track.

Jason Gray burst into an early lead in the first 125cc A moto. Todd Lentz and Mark Norris fell in behind but Gray couldn't match his pace and he went on to lead every lap on his KK Motorcycle Supply/Barr's Competition/Power Mist/Suzuki of L.A.-backed RM. Norris took Lentz for second near the beginning of the second lap and pulled out a decent margin for five laps while Lentz and Kempel disputed third. Near the end of the race Gray had a 30-second lead over Norris, who held a comfortalbe margin over Kempel for third, but Norris went down and fell back to fourth on the last lap. Kempel and Lentz took second and third with Dan Winistock fifth.

Norris swept into the lead in the second moto and led the first lap over Jack Lambert and Kempel. He went down once again on the second lap but recovered in seventh. Gray was working his way through the pack at a rapid rate after a first turn pileup while Kempel and Lentz circulated out front. By the sixth lap Gray had worked his way back to fourth place and closed in to take third from Lambert. Kempel and Lentz were out of reach in the time remaining and the flag fell first for Kempel. Lentz and Gray were next over Corey Holcomb, who had displaced Lambert from fourth on the last lap.

The Youth class featured some hard charging by Mike Atkinson and Kempel. Atkinson was running strong and led Kempel in both motos for the win. Shane Langdale took a third in the first moto, but dropped to seventh in the next. Matt Hills DNF the first moto but came back in the second for third. Travis Aho's consistent 4-4 day tied up third overall.

**Duane Kuiken (401) and Jan Vetesurd (55) topped the 250cc and Open A classes, respectively, during combined moto action at Spring Creek MX.**

In the highly-competitive Over 25 class, Bill Engstrom jumped out early to lead the first lap of moto one but Mark Robinson took over the lead and went on to win. Robert Bergstrom took second over Jack Lambert and Engstrom.

Robinson led every lap in the second moto to take the win. Bergstrom held off Todd Baker for several laps in second, but Baker eventually got by. Lambert took fourth behind Bergstrom.

Sunday's race featured a very rough track due to rain and the tremendous ruts and bumps formed by the National riders. Veteran rider John Volk ran strong to take the win in the first moto while Brian Deegan took advantage of a head start to take second over Kempel, Robinson and Holcomb.

In the second moto, on a track with holes like bomb craters gouged in it, Kempel got out front and built a good lead to take the win. Matt Hills, hare scrambles star Joe Zierman and Deegan rounded out the top five.

**Results**

MINI P/W: 1. Ryan Broughton; 2. Thor Mathison; 3. Courtney Sampson.
MINI JR: 1. Dustin Noble; 2. Ryan Broughton; 3. Lucas Neavin; 4. Mark Kunicel; 5. John Voeltz.
MINI SR: 1. Brian Deegan; 2. Tim Pospisil; 3. Josh Wagner; 4. Jim Povolny; 5. Travis Aho.
125 YTH: 1. Mike Atkinson; 2. Jason Kempel; 3. Travis Aho; 4. Shane Langdale; 5. Brian Deegan.
OVER 25: 1. Mark Robinson; 2. Robert Bergstrom; 3. Jack Lambert; 4. Todd Baker; 5. Craig Janzig.
VET C: 1. Scott Harland; 2. Mark Mitchell; 3. John Carter; 4. Brian Byrne; 5. Jeff Farnell.
VET A: 1. Jan Vetesurd; 2. John Volk; 3. Jerry Hoff; 4. Kris Klapperich; 5. Michael Burke.
SR: 1. Jerry Bumgardner; 2. Larry Noble; 3. Eric Hansen; 4. Michael Lambert; 5. Monte Barnes.
125 C D-1: 1. Kevin Small; 2. Steve Bates; 3. John Packard; 4. Martin Cason; 5. Kenny Steven.
125 C D-2: 1. Mike Alstott; 2. Lars Nebergall; 3. Mark Niska; 4. Gerry Goldammer; 5. Curtis Cashatt.
125 C D-3: 1. Tim Pospisil; 2. Craig Holasek; 3. Joseph Vanlyssel; 4. Steve Dorn; 5. Jason McGrath.
125 B: 1. Brian Taylor; 2. Mike Atkinson; 3. Chris Hunter; 4. Brian Olson; 5. Scott Harland.
125 A: 1. Jason Kempel; 2. Jason Gray; 3. Todd Lentz; 4. Corey Holcomb; 5. Mark Norris.
250 C D-1: 1. Charles Hoglund; 2. Brad Dranko; 3. Allen Haynes; 4. Phil Henning; 5. John Carter.
250 C D-2: 1. Brian Wilson; 2. Robert Robey; 3. Corey Parent; 4. Gerald Lindvall; 5. Hubert Stoffels.
250 C D-3: 1. Richard Eyolfson; 2. Todd Peterson; 3. Rod Clouse; 4. Mark Schoenmann; 5. James Povolny.
250 B: 1. Robert Bergstrom; 2. Chris Hunter; 3. Carl Hansen; 4. Jeff Hockett; 5. Carl Hansen.
250 A: 1. Duane Kuiken; 2. Glen Williamson; 3. Steven Milverstedt; 4. Kyle Love; 5. Douglas Alexander.
OPEN C: 1. Jerry Hoff; 2. Terry Chumbley; 3. Brad Schmidt; 4. Cory Berglund; 5. Dave Jendro.
OPEN A: 1. Jan Vetesurd; 2. Dave Engstrom; 3. Joe Zierman; 4. Rusty Sorensen; 5. Pat Kelly.
SUNDAY AM: 1. Jason Kempel; 2. Corey Holcomb; 3. Brian Deegan; 4. Joe Zierman; 5. Matt Hills.

## McBride sweeps Victory Speedway

### By Larry McBride

VICTORY, NY, AUG. 18
Lenny McBride took a pair of wins in both the Handicap and Scratch mains at Victory Speedway.

McBride's sole loss of the event came at the hands of Tim Matheson who edged him out by only a bike length in Handicap semi two. In the first event the Mario's Pizza/Fox Accessories/Ken Barber Shop-sponsored McBride sat alongside of John Lewis on the 50 yard line with the balance of the field in front on the shorter yardage.

From the zero yard line Kyle Dixon held the lead for four complete circuits before relinquishing it to Marco Morello. After failing to gain much ground on the inside of the track, McBride switched to the outside to also get by Dixon and closed in on Morello. Staying to the outside McBride just edged out Morello at the finish line for the win.

The Scratch main was a one-on-one confrontation between McBride and Lewis. From the pole position Lewis got the early lead with McBride on his right shoulder. For the entire four-lap race both riders stayed side by side, and coming off the fourth turn on the last lap McBride caught traction in a soft spot that rocketed him over the finish line just inches ahead of Lewis.

McBride's victories firmly planted him as points leader and as the track concluded its racing season he also was awarded the track championship.

**Results**

HDCP: 1. Lenny McBride (Gdn); 2. Marco Morello (Gdn); 3. Kyle Dixon (Jaw); 4. John Lewis (Wes); 5. Tim Mathewson (Wes).
SCRATCH D-1: 1. Lenny McBride (Gdn); 2. John Lewis (Wes); 3. Damien Cornwell (Gdn); 4. Marco Morello (Gdn).
SCRATCH D-2: 1. Mike Jones (Jaw); 2. Kyle Dixon (Jaw); 3. Willie Westbrook (Jaw); 4. Kelli McMahon (Jaw).

## Moural magic at Cycleland MX

### By Michael Rich

CHICO, CA, AUG. 24
Honda-mounted Lowell Moural, Jr. used consistent riding and a little luck to come away the overall winner in the combined Expert/Intermediate class at Chico's Cycleland Speedway on Friday night.

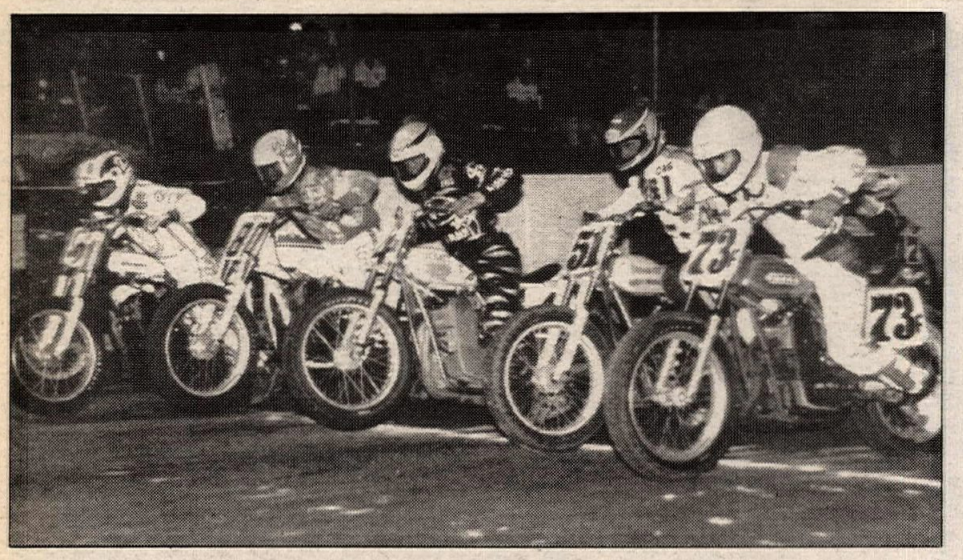
When the gate dropped on the first Expert/Intermediate moto, it was John Stark taking the lead from Lowell Moural, Jr. and Brandon Williams. On the second lap, Williams went down in the rockers and although he was quickly up, he had to push his broken machine back to the pits. Williams' misfortune moved Rick Nye to third. Nye, however, was coming under heavy attack from Lowell Moural, Sr. The two riders battled for several laps until Moural Sr. was able to take the position. While this was going on, Stark and Moural Jr. were cruising at the front of the pack. At the finish it was Stark taking the win followed by Moural Jr. and Moural Sr.

Moural Jr. took the holeshot to lead Moural Sr. and Stark at the beginning of the second moto. Stark dispatched Moural Sr. and closed the gap to challenge Moural Jr. for the lead. By the end of the second lap, Stark passed Moural Jr. and started to pull away. Approaching the stadium tabletop to begin the third lap, Stark's race came to an abrupt end when his chain broke. This left Moural Jr. with a comfortable lead over his father and Nye, who had been slicing his way through the pack after a horrendous start. Moural Jr. crossed the finish line first for the overall; second and third went to Moural Sr. and Nye respectively.

In Mini action, Curtis Ford put his Kawasaki at the front of the pack at the start of the first moto, but was quickly challenged by Brian Pierce. Pierce took the lead as the riders crested the stadium tabletop for the first time. Ford next came under attack from Dusty Gyves. These two riders traded positions several times before Ford was forced off the track on the last lap. Pierce came home the winner followed by Gyves and Ford.

At the start of the second moto, Pierce immediately assumed the lead followed by Gyves and Ford. Pierce made the most of his

# LOCAL EVENTS



**Will Davis (21), Rick King (80), Kris Kiser (4R), Craig Estelle (51) and Larry Pegram (73F) squared off in the Expert main at the Peoria Regional Short Track.**

**Vets John McCaughey (1V) and Steve Wiseman (41) battled at the Perris MX.**

holeshot by extending his lead on every lap. Gyves and Ford battled each other the entire moto with Gyves getting the nod at the checkers. Pierce's win gave him the overall and Junior class win. Gyves took second overall and the win in the Novice class.

**Results**

P/W: 1. Eric Nye (Yam); 2. Nikki Harris (Yam).
MINI NOV: 1. Dusty Gyves (Kaw); 2. Curtis Ford (Kaw); 3. Nathan Peterson (Kaw).
MINI JR: 1. Brian Pierce (Yam).
125 NOV: 1. Jason Ritchey (Hon); 2. Aaron Rogers (Hon); 3. Josh Giffin (Kaw).
125 JR: 1. Jake Gilbert (Kaw); 2. Jim Ferguson (Hon).
250 NOV: 1. Mike Dalton (Hon); 2. Craig Weisman (Hon).
250 JR: 1. Todd Carroll (Hon).
OPEN: 1. Gary Packer (Hon).
VET: 1. Michael Rich (Suz); 2. Bill Rogers (Hon).
EX/INT: 1. Lowell Moural Jr. (Hon); 2. Lowell Moural Sr. (Hon); 3. Rick Nye (Hon).

## King captures Peoria Regional ST

**By Dave Hoenig**
**Photo by Flat Trak Fotos**

PEORIA, IL, AUG. 4
A large crowd was treated to excellent racing at Grayboy Promotion's Regional Short Track. Many of the top experts in town for the Camel Pro TT the next day were on hand to challenge the high-banked, slick, quarter-mile Peoria Speedway.

Rich King thrilled the enthusiastic fans with a last-lap charge around race-long leader Will Davis for the Expert win. It was King's first ride on the new Sew/What/Wesley Engine/Shoei/Northland Oil/Weber Cycle-sponsored Rotax.

Local rider Dave Hebb set fast Expert time, topping the 31-year-old rider field at 15.306 seconds. Larry Pegram was just a heartbeat back at 15.308. Jason Fletcher set a new track record and fast time of the night at 14.967. Peoria's own Chad Barth was the quickest Pro-Am rider with a 15.479.

There were four Expert heats with everyone moving into three semis. Hebb worked his way into the lead of heat one, only to have his Harley die, turning over the win to Rex Fisher. Graig Estelle led a four-rider battle for second.

Larry Pegram and Kris Kiser battled over heat two. Pegram held on for the win. Steve Morehead took the third heat as Rich King passed Aaron Hill for second. Rodney Farris held off Will Davis and Don Ingram in the last heat.

It was time to get down to business as the three Expert semis came to the line. The top-four finishers would move into the main. Kiser shot into the lead of the first semi, only to have Farris shoot by on lap two. Fisher held third early, but faded to fifth behind Hill and Tim Mertens.

Will Davis ran away with the second semi. Craig Estelle cruised home second, equally comfortable was Randy Roose in third. Mark Gruber held off Marc Gifford for the last transfer spot.

The last semi was a real nail-biter. Pegram got the holeshot and led lap one, as King, Erik Graybeal, Dan Ingram, Rusty Rogers and Troy Norris were locked in a battle for second. King dropped Pegram to second as Ingram took third. The top three pulled away and Ingram moved to the front over King and Pegram. Norris, Rogers and Graybeal fought over the last transfer. The white flag found Ingram out with a flat tire, turning the lead back to King. The finish saw King, Pegram, Rogers and Norris moving to the main.

Dave Hebb led the Expert dash around the first lap. Aaron Hill quickly took over with Dan Ingram taking second on the last lap.

The 15-lap Expert main piled into turn one with Will Davis coming out in front. King, Pegram, Farris and Estelle were close behind. By lap five, the lead trio had pulled away from a small war made up of Farris, Hill, Estelle, Norris, Roose, Mertens, Rogers, Gruber and Kiser.

At the halfway point, the race seemed settled with Davis running smoothly in front. Pegram held down a solid third. Mertens had dropped out, leaving eight riders in a small pack for fourth.

By lap 10, King started to work on Davis, but it appeared Davis would hold on. On the last lap King made his charge.

"I was planning to try him in the last turn, but he messed up out of two and I got around on the outside," said King.

Pegram held on for third as Hill closed. Farris, Rogers, Norris, Roose, Kiser, Estelle and Gruber rounded out the finishers.

**Results**

PRO-AM: 1. Georgie Price (W-R); 2. Chad Barth (H-D); 3. George Garvis (Hon); 4. Scott Huff (Rtx); 5. Tony Rulli (H-D).
JR: 1. Brian Tillson (W-R); 2. Jason Fletcher (Rtx); 3. James Hart (Rtx); 4. Al Eadie (H-D); 5. Dale Jenneman (H-D).
EX: 1. Rich King (Rtx); 2. Will Davis (H-D); 3. Larry Pegram (W-R); 4. Aaron Hill (H-D); 5. Rodney Farris (H-D).

## Reynaud romps at Hilltop Raceway Hare Scrambles

**By Arlene Hejlek**

SEDALIA, MO, AUG. 19
Rusty Reynaud made it two overall wins in a row when he topped the 122-rider field in the eighth round of the Missouri Hare Scrambles Series at Hilltop Raceway.

Reynaud came off the line third, and when Tim Newell fell in the second turn he went to the inside to claim the lead while Chris Caplinger went to the outside and slipped into second place. Reynaud had a one-minute cushion at the end of the first lap on the eight-mile course. Chris Caplinger tried for all six laps to close the gap, but at the end of the two hours Reynaud sailed in to capture the overall win.

It took Newell four laps to climb into third position. The pre-race tinkering he did on his Honda turned sour and he said it felt like he bounced off every rock on the course. KTM-mounted Leigh Letellier latched onto fourth place and held it while Dwane Miinch squeaked by Steve Leivan on the last lap to claim fifth overall. Leivan was sporting some knobby prints on his chest from an earlier episode with an 80cc Honda.

In the 250cc class John Yarnell took the holeshot on his Suzuki and rode unchallenged for the class win, finishing in the top 10 overall.

Yamaha pilot Chad Busenbark did the same in the Open class while two Hondas fought for second place. Dave Osborn stopped for gas and Mitchell Deimund passed and put some time between them. The gap closed quickly on the last lap when Deimund got a flat front tire, but he rode it out finishing second just ahead of Osborn.

Four-Stroke winner Brian Sergeant lost the lead when he tangled with a sapling but regained it when Husaberg-mounted Steve Underwood overshot a turn.

Keith Kibort pitted to refuel at the start of the final lap, allowing Al Hejlek to take the lead and the win in the 200cc class.

Midway through the event Paul Taylor took the lead from ATK-mounted Larry Hayes and scrambled ahead to take the Super Senior win with a five-minute lead.

**Results**

O/A: 1. Rusty Reynaud (Yam); 2. Chris Caplinger (Yam); 3. Tim Newell (Hon); 4. Leigh Letellier (KTM); 5. Dwane Miinch (Hon).
EX: 1. Chris Caplinger (Yam); 2. Tim Newell (Hon); 3. Leigh Letellier (KTM); 4. Dwane Miinch (Hon); 5. Steve Leivan (Kaw)
OPEN: 1. Chad Busenbark (Yam); 2. Mitchell Deimund (Hon); 3. Dave Osborn (Hon); 4. Jay Williams (Kaw); 5. Mike Turpin (ATK).
250: 1. John Yarnell (Suz); 2. Kevin Borts (Kaw); 3. Steve Hemann (Yam); 4. Dean Davidson (Hon); 5. Donnie Simpson (Hon).
200: 1. Al Hejlek (Kaw); 2. Keith Kibort (Kaw); 3. David Dillingham (Kaw); 4. Bruce Clarke (Kaw); 5. Brett Fine (Kaw).
125: 1. Randy Jones (Hon); 2. Chris Huff (Hon); 3. Shawn Taylor (Hon); 4. Chris Nesbitt (Kaw); 5. Jason Moore (Hon).
4-STRK: 1. Brian Sergeant (Hon); 2. Mike Heavens (Suz); 3. Mark Mistler (Yam); 4. David Ernst (Hon); 5. Steve Underwood (Hon).
SR: 1. Roger LeRette (Yam); 2. Rick Whelove (KTM); 3. Charles Thiele (Hon); 4. Terry Wisecup (Kaw); 5. Lee Glenn (Hon).
S/SR: 1. Paul Taylor (Hon); 2. Larry Hayes (ATK); 3. Bob Pike (KTM); 4. Brock Yarnell (Hon); 5. Binney Adams (Kaw).
VINT: 1. David Doway (Hon); 2. Jesse Laswell (Hus); 3. Steve Yarbrough (Hus).
JR: 1. Michael Lechti (Suz); 2. Joshua Glenn (Kaw); 3. Chris Thiele (Kaw); 4. Jason Counts (Kaw); 5. Leslie Busenbark (Hon).
BEG: 1. John Hopkins (Hon); 2. Mike Dobson (Suz); 3. Doug Robertson (Kaw); 4. Don Allen (Yam); 5. Dale Griesinger (Hon).

## Canoy, Benner battle at Perris MX

**By Tony Alessi and Kim Scott**

PERRIS, CA, AUG. 17
Craig Canoy and Duane Benner diced it out all night during the GFI Saturday MX at Perris Raceway.

Tracy Monterone took off first in both 125cc Pro class motos and left a fierce battle for second open between Canoy and Benner. Benner rode perfectly in the first moto and held a three-second advantage most of the race. Ray Hensely held third most of the moto over Guy Deckert.

Benner appeared to be off to a repeat of the first moto but fell on the front straight. Benner remounted and charged to the back of Canoy. Benner dogged Canoy up to the checkers, but Canoy held on for the moto and overall victory.

Randy Danylo carded two perfect motos aboard a Kawasaki. Danylo had help from a special helmet walkie-talkie to take advantage of both Mike Metzges and Nick Battagli in the combined Intermediate class.

Steve Estrey was the overall winner of the 250cc Beginner class after a harsh first-moto battle with Rony Montoya and Ernie Garcia. Garcia crashed hard and was taken to the hospital with arm and shoulder injuries. Montoya pressured Estrey most of the moto, but Estrey held tough.

The second moto was a lop-sided runaway victory for Dave Ivory. Ivory, on an old four-stroke Honda, chased down and passed Louie DeLaTorre before the halfway mark, and then powered away.

Ivory's win was not good enough for the overall because of a first-moto fifth. Estrey's third place in the second moto was enough for the overall win followed by Ivory, DeLaTorre and Montoya.

The 125cc Beginner class belonged to Sten Rasmussen. Rasmussen powered to a half-track lead in both motos. The only real battle was for second between Raymond Bowers and Jose Godinez in the second moto, with Godinez coming out on top.

Scott Bennett rode flawlessly in the 250cc Novice class and took home a double-moto victory. Tonrod Rodriquez kept Bennett honest in both motos, staying in striking position the duration of both races. Kevin Esnault, Bob Prida and Robert Little scrambled for the runner-up spot.

**Results**

50 STK FIRST TIMERS: 1. Ryan Picard (Yam); 2. Scott Simon (Yam); 3. Nicholas Jordan (Yam).
50 MOD: 1. Jonathan Shimp (Yam); 2. Johner Faulkner (Yam); 3. Roland Rodriquez (Yam); 4. Eric Wood (Yam); 5. Jeffery Smith (Yam).
60: 1. Jonathon Schmidt (Kaw); 2. Bobby Beaupe (Kaw); 3. Tim Rasmussen (Kaw).
80 BEG: 1. John Conrad (Yam); 2. David Eychaner (Suz); 3. David Macafee (Suz); 4. Tyler Mabry (Hon); 5. Scott Madison (Kaw).
80 NOV: 1. David Hicks (Kaw); 2. Nick Battagia (Suz).
125 BEG D-1: 1. Sten Rasmussen (Kaw); 2. Jose Godinez (Kaw); 3. Raymond Bowers (Yam); 4. Cooper Kunath (Suz); 5. David Hicks (Kaw).
125 BEG D-2: 1. Dustin Chapin (Hon); 2. D.R. McCain (Hon); 3. Dean Shaw (Hon); 4. Chris DeCanney (Hon); 5. Lurne McFarland (Hon).
125 NOV: 1. Guy Battaglia (Suz); 2. David Welch (Yam); 3. Randy Betten (Yam); 4. Kris Hawk (Hon); 5. James Randel (Hon).
125 INT: 1. Randy Danylo (Kaw); 2. Mike Metzges (Suz).
125 PRO: 1. Craig Canoy (Suz); 2. Duane Benner (Yam); 3. Guy Deckert (Suz); 4. Ray Hensley (Suz).
250 BEG D-1: 1. Steve Estey (Hon); 2. Dave Ivory (Hon); 3. Louie Delatorre (Yam); 4. Rony Montoya (Hon); 5. Joe Uribe (Hon).
250 BEG D-2: 1. Jim Williams (Kaw); 2. Darrin Wall (Yam); 3. Andy Kyler (Hon); 4. Brett Leading (Yam); 5. Bobby Cody (Suz).
250 NOV: 1. Scot Rennett (Hon); 2. Tonrod Rodriquez (Yam); 3. Kevin Esnault (Kaw); 4. Bob Prida (Kaw); 5. Greg Giddings (Kaw).
250 INT: 1. David Dye (Hon); 2. Ken Erb (Suz); 3. Art Higgins (Yam).
250 PRO: 1. Tracy Monterone (Yam); 2. Ed Verhelst (Kaw); 3. Tony Fuller (Suz).
500 BEG: 1. Greg Mazzio (Yam); 2. Eric Teague (Kaw); 3. James McKenzie (Kaw).
500 NOV: 1. Steve Montee (Kaw).
500 PRO: 1. Tim Nash (Hon).
VET NOV: 1. Matt Nelson (Suz); 2. Nick Peltzer (Yam); 3. Michael Bomer (KTM); 4. Tim Williams (Kaw); 5. Pete Battaglia (Suz).
VET INT: 1. Steve Wiseman (Kaw).
VET PRO: 1. John McCaughey (Hon).
25-29 BEG: 1. Stuart Prior (Suz); 2. Tom Rufus (Yam); 3. C.T. Falk (YZ); 4. Jim Rvonala (Suz); 5. Mark Moore (Cag).
25-29 NOV: 1. Greg Giddings (Kaw); 2. Ben Barnhart (Yam); 3. James Randel (Hon); 4. Eric Beingesser (Yam); 5. Steve Stumetz (Suz).
25-29 INT: 1. Ken Erb (Suz); 2. Robert Little (Hon).
OT: 1. Manuel Serrano (Yam); 2. Don Lallier (Hon); 3. Steve Jennings (ATK); 4. Rich Stuelke (ATK); 5. George Omo (Hon).

## Barrow burns 'em up at Paducah Short Track

**By Kathy Goodwin**

PADUCAH, KY, AUG. 18
Joel Barrow showed the pack of 11 riders the fast way around the limestone track, at the Saturday night main event in Paducah.

Barrow was uncatchable despite several attempts by second place finisher Tommy Hayden. Denny Williams held off Chris Boone to take the third place finish with Boone taking fourth over Dallas Mayer in fifth.

Tommy Hayden returned to take the 250cc Pro class win over Jeff Jones, Charlie Marsh and Chris Boone. Hayden, Jones, Marsh, Hall, and Boone were in a constant wheel-to-wheel battle for the lead position from the starting line to the finish with Hayden slipping out front on turn four to take the win.

Hayden came out with the holeshot in the 86-200cc class and took a first place finish over rival Chris Boone and brother Nicky Hayden. Fourth place finisher was Steve Hall followed by Aaron Ladd and Diana Hampton.

Denne Williams took the Senior class by storm to take the first place win over Charles Southgate and David Flowers with Don Duncan in fifth.

The 85cc class action started with Jason Goodwin getting the holeshot but Nicky Hayden and Joshua Knott shot by in turns two and three. Nicky Hayden took the win, Knott finished second, Jenny Hayden third and Jason Goodwin fourth.

**Results**

50: 1. Josh Peck (Suz); 2. Nicholad Christian (Yam); 3. Garrett Cler (Yam).
65: 1. Jenny Hayden (Kaw); 2. Jason Goodwin (Kaw); 3. Gustn Cler (Kaw).
85: 1. Nicky Hayden (Yam); 2. Joshu Knott (Suz); 3. Jenny Hayden (Yam); 4. Jason Goodwin (Kaw).
86-200: 1. Tommy Hayden (Hon); 2. Chris Boone (Yam); 3. Nicky Hayden (Yam); 4. Steve Hall (Yam)l 5. Aaron Ladd (Yam).
250 AM: 1. Greg Cler (Hon); 2. Katsura Shibasaki (Yam).
250 PRO: 1. Tommy Hayden (Hon); 2. Jeff Jones (Yam); 3. Charlie Marsh (Hon); 4. Steve Hall (Yam); 5. Chris Boone (Yam).
SR
Denne Williams (Hon); 2. Charles Southgate (Hon); 3. Don Duncan (Yam); 4. David Flowers (Suz).
265-OPEN PRO: 1. Joel Barrow (Hon); 2. Tommy Hayden (Hon); 3. Denne Williams (Yam); 4. Chris Boone (Yam); 5. Dallas Mayer (Yam).

## Durelle sweeps Sturgis Regional Half Mile

**By Dave Hoenig**

STURGIS, SD, AUG. 12
The Jackpine Gypsies capped off the 50th Anniversary Black Hills Rally and Races with the Western Regional Championship Half Mile, and Davey Durelle easily won his fourth consecutive Regional on the Sturgis Fairground.

Durelle dominated on his Donahue H-D/Al Muth H-D/Ron Wood/Bell/Storz/J&P Cycles Lorentz/General Eng./Maxima/Tsubaki-sponsored Wood-Rotax, setting the fastest time, winning the fastest heat, and running away with the main event.

Hart Racing's James Hart and Tony Burnett won the Junior and Pro-Am portions of the program. Durelle's 24.41-second lap topped the 45-rider Expert field. Bobby McDowell, Larry Pegram and Dave Camlin filled the pole positions for the four heats,

turning laps of 24.65, 24.69 and 24.72, respectively.

The four Expert heats would transfer the first, second and third-place finishes into the main, while fourth, fifth and sixth would go into one semi that would also advance three riders into the main.

As expected, Durelle ran away with the first heat. Two rookies battled over second — Kris Kiser and Speedy Kell — who pulled awy from Mike Reid, leaving Reid to lead Mike Inderbitzen and Kit Farley to the semi.

Bobby McDowell pulled out an early lead in heat two. Rex Fisher moved up to make it close, but McDowell held on. Scott Stump held second early, but a slowly deflating tire would put him out by lap five. Marc Gifford held Randy Roose, Corey Brink and Rick Hocking off for the last transfer.

Tim Mertens came from the middle of the pack to take the third heat in a hotly contested affair. Mertens topped two more rookies — Larry Pegram and Mike Hale. Aaron Hill, Mickey Fay and Brian Anderson would get one more try in the semi.

The closest heat was the last as Dave Camlin and Dan Ingram locked in a fierce battle for the win. Camlin held on for the win. Jeff Dietz took a very close race for third from Troy Norris, Kirk Strong and Dave Hebb.

The Expert semi started as a real dogfight between Hill, Reed, Fay and Strong. Reid took over on lap three, then Strong fell on lap four leaving the front three to battle for starting positions. Mike Inderbitzen closed on his 750, looking for a mistake by the front-runners that didn't come.

Tim Mertens was first off the line in the Expert main, while Durelle, Ingram and Hill (who had come from row three) gave chase. Durelle quickly caught Mertens and worked his way around by lap three. Durelle then put a little distance between himself and Mertens as both riders pulled away. Ingram, Hill and Hale held close formation for third through sixth.

By lap nine, the top two positions were set, but the war over third now involved Ingram, Hill, Hale, Camlin, McDowell and Pegram. The position fell to the man who had come via his win of the semi, Aaron Hill. Hale and Camlin also got by Ingram at the end.

**Results**

PRO-AM: 1. Tony Burnett (Rtx); 2. Jeff Eklund (W-R): 3. J.P. Simonsen (Hon); 4. Mike Dillon (W-R); 5. Ken McConnell (Hon).
JR: 1. James Hart (Rtx); 2. Steve Rasmussen (H-D): 3. Paul Polhemus (W-R); 4. Jaime Aguilar (H-D); 5. Clint Vahsholtz (W-R).
EX: 1. Davey Durelle (W-R); 2. Tim Mertens (H-D); 3. Aaron Hill (H-D); 4. Mike Hale (W-R); 5. Dave Camlin (H-D).

## Fleming first at Cobleskill MX

**By Carla Nelson**

COBLESKILL, NY, AUG. 19

Doug Fleming mastered the mud at Cobleskill MX Park to win the Plus 25 Expert class. A steady rain Saturday night made for extremely muddy conditions at Cobleskill's final race of the season.

Fleming rode his Kawasaki 125 to the limit in the muddy first moto, but Mike Dougherty held him off the whole race.

At the start of moto two Dougherty took the front position with Fleming right on his back fender. Dougherty accidently cut a turn too tight and went off the track momentarily. He kept the lead but then paused in the next turn. Fleming shot by and into the lead. Despite being on a smaller motorcycle, Fleming kept Dougherty at bay. At the finish line hill Dougherty tried to out-power Fleming, but came up short by half a bike length.

Bruce Stratton was the only rider in the 125cc Expert class not to fall in the muddy first moto. Fleming was consistent and came across the line a distant second. Rob Nessel was down in the first turn and worked his way up to fifth by the fourth lap. With two laps to go, he soon found himself in third as Chad Brown and Greg Nelson went down together on a slippery uphill.

Moto two belonged to Brown, who led from start to finish. Stratton started in midpack and had a long way to go to catch Brown. By halfway he was in second, about five seconds behind Brown. On the last lap Stratton and Brown were right together and they finished wheel to wheel with Brown the winner.

**Results**

PLUS 25 EX: 1. Doug Fleming (Kaw); 2. Mike Dougherty (KTM); 3. Stan Nepa (Yam).
PLUS 25 AM: 1. Scott Stewart (Suz); 2. Bruce Stratton Sr. (Yam); 3. Vernon Uhlinger (Hon).
S/SR: 1. Richard Bradley (Hon).
SR AM: 1. Jeff Simmons (KTM); 2. Steve Haskell (Suz); 3. Fred Palma (Yam).
SR EX: 1. Todd Kishpaugh (Suz); 2. Ed Downing (Suz); 3. David Ahouse (Yam).
50: 1. Mike Dougherty (Yam); 2. Justin Murray (Yam); 3. Lonny Thurston (Yam).
JR MINI 60: 1. Brian Suozzo (Kaw).
JR MINI 80: 1. Paul Bradley (Yam).
SR MINI NOV: 1. Michael Bissell (Yam); 2. Jeff McMahon (Kaw); 3. Keith Michel (Kaw).
SR MINI: 1. Robert Brown (Kaw); 2. Jeff Crozier (Hon); 3. Rob Seavy (Yam).
SCHBY: 1. Eric Reilly (Suz); 2. Ben Law (Hon): 3. John Blake (Kaw).
WMN: 1. Elaine Fisher (Hon); 2. Julie Lemon (Kaw).
0-200 NOV: 1. Ken Guyer (Kaw); 2. Russell Cartwright (Kaw); 3. Aaron Excell (Kaw).
125 AM: 1. Gregg Lynk (Kaw); 2. Robert Mann (Kaw); 3. Ben Law (Hon).
125 EX: 1. Bruce Stratton (Yam); 2. Rob Nessel (Kaw); 3. Doug Fleming (Kaw).
250 AM: 1. Paul Grimaldi (Hon); 2. Garth Briscoe (Kaw); 3. Mark DeLorinzo (Kaw).
250 EX: 1. Bruce Stratton (Yam); 2. Chad Brown (Kaw); 3. John Young (Yam).
OPEN NOV: 1. John Winters (Kaw); 2. Mark McKown (Suz); 3. Dan Betts (Yam).
OPEN AM: 1. Tony Whaley (Hon); 2. Todd Gasner (Kaw); 3. Gordy Roberts (Hon).
OPEN EX: 1. Mike Dougherty (KTM): 2. Jeff Cheney (Kaw); 3. Scott McBrien (Kaw).
VINT: 1. Gary Chase (Kaw); 2. Jeff Lantz (Kaw); 3. Joseph Kulewicz (Yam).

## Christian, Lucero land Costa Mesa Speedway wins

**By Scott Daloisio**

COSTA MESA, CA, AUG. 10

Two former Speedway National Champions, Alan Christian and Steve Lucero, took top honors in the First Division mains at the Orange County Fairgrounds.

Lucero made it look easy in the Scratch main. Coming from gate four, the 26-year-old snatched the lead on the start as Christian manned second with Lance King third. King mounted a charge and was side by side with Christian at the end of the first lap.

While Lucero advanced his lead on the Off Shore/Coors Light/Shoei/CTi Brace/Epic Godden, Christian and King kept up their elbow-to-elbow war for second. Christian finally shook off King on the third circuit, but it left little time for him to catch the leader. On the final lap the top three were tight, but the positions didn't change. The finishing order was Lucero, Chistian, and King. Louis Kossuth took the fourth spot.

At the start of the Handicap main, Tom Burba elbowed Mark Hannah out of the way and took the lead. Josh Larsen also got Hannah by the end of lap one and took aim at Burba.

When the first lap ended, Larsen charged under Burba for first, and at the end of the next lap Shawn McConnell wheelied inside Burba and took second. Christian followed McConnell through the hole for third. When McConnell wheelied again at the end of the third revolution, Christian streaked under him for second.

Larsen had a huge lead and the race looked to be his for the taking. That all changed at the end of lap six when McConnell and Hannah came together. Out came the red and away went Larsen's bulging lead. The race was restarted with two laps to go, and when the tapes went up, Christian left Larsen on the line. Two circuits later, he took the White Bros./Fishback Racing/Justice Brothers/Troy Lee Design/Cal Fab Weslake to the victory. A very disappointed Larsen took second with Brad Oxley third.

**Results**

SCRATCH: 1. Steve Lucero (Gdn); 2. Alan Christian (Wes); 3. Lance King (GM); 4. Louis Kossuth (GM).
HDCP: 1. Alan Christian (Wes); 2. Josh Larsen (Wes); 3. Brad Oxley (Wes); 4. Mike Faria (Wes).
D-2: 1. Kenny Hansen (Wes); 2. Doug Greyson (Wes); 3. Bob Richards (Wes); 4. Pat Litt (Wes).
D-3: 1. Rino Navera (Wes); 2. John Aden (Jaw); 3. Chuck Lybarger (Jaw); 4. Harley Hall (Wes).
JR: 1. Randy Evans; 2. Danny Bandfield; 3. Brent Werner; 4. Heath Hammonds.

## Fisher flies at Sturgis Short Track

**By Dave Hoenig**
**Photo by Flat Trak Fotos**

STURGIS, SD, AUG. 9

The Jackpine Gypsies held their first Pro race of the 50th Black Hills Motorcycle Rally at the club's short track Thursday night.

A good turnout of 98 riders — 30 Pro-am, 31 Juniors and 37 Experts — made up the field.

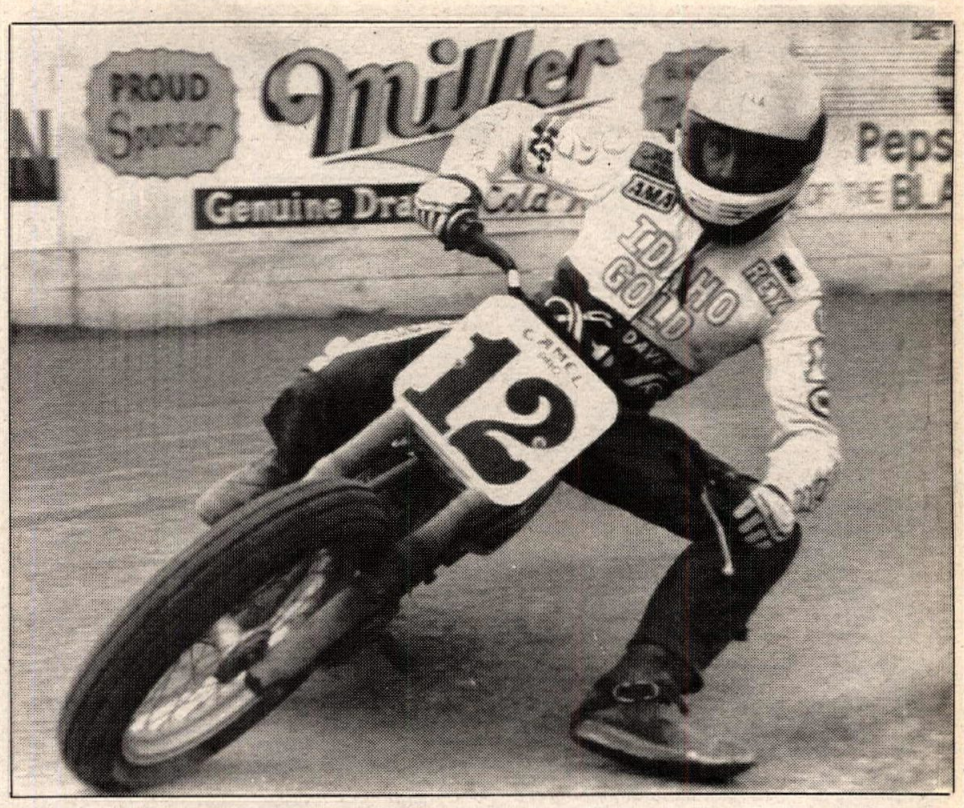
The Pro-Am and Junior program each had five heats with the winners advancing to the main. Two semis with first, second and third advancing and a Last Chance Qualifier with only the winner moving up. The Expert program was a little different with six heats in which the winner advanced and three semis with first and second making the main.

Pro-Am heats went to Mike Hoh, Verdeen Langland, J.P. Simonsen, Kirk Hayes and Dan Argano. The semis belonged to Kurt Boeklke and Paul Lavoie. Mike Dillon won the Last Chance Qualifier.

The Junior heats were won by Jeff Russell, Mike Patterson, Randy Bereman, Clint Vahsholtz and Greg Sims. Their semis fell to Robert Bacosa and Jaime Aguilar. Junior LCQ winner was Trace Polson.

Kelly Larkin, Ron Yamamoto, Dan Ingram, Rex Fisher, Randy Roose and Mickey Fay won the six Expert heats. The three semis went to Troy Norris, Brian Anderson and Marc Gifford.

With lightning flashing in the distant hills, the program was reversed with the Expert main coming to the line first. The 12-rider main filed into turn one with Fisher, Ingram, Fay, Roose and Norris running up front. The tight, slick groove was unforgiving and any slip off resulted in major position losses.




**Rex Fisher kicked off the 50th Black Hills Motorcycle Rally by winning the Expert class at the Sturgis Short Track, held at the Jackpine Gypsies' clubgrounds.**

Fisher, Ingram and Fay ran in close formation until lap six, when Ingram got his left foot tangled in his frame as he entered turn one. The scramble dropped him to sixth.

Fay applied extreme pressure, but couldn't get by the Idaho Gold/Dave Bird/Davis Racing/Bell/Tsubaki/Maxima/Yoko/Mobil Window Tints-sponsored Fisher. Ingram worked his way back to fifth behind Roose and Norris. Yamamoto, Anderson, McDonnell, Larkin and Hinson rounded out the top 10.

Jeff Russell held Clint Vahsholtz off for 12 laps to take the Junior main on his Out Front Racing/Al Russell Sport Center/Western Poweer Sports/Motion Pro/Shoei/SuperTrapp-sponsored Honda. Greg Sims ran third until a mistake dropped him to seventh on lap nine.

Robert Bacosa took over third until the last lap when James Hart, who had worked his way up from seventh, took over. Jaime Aguilar and Randy Bereman finished fifth and sixth.

The Pro-Am main was the last race of the night. Unfortunately, the race had to be red-flagged on lap one when Kurt Boehlke fell exiting turn four. The restart was delayed while Boehlke took a ride to the hospital.

J.P. Simonsen got the holeshot and ran away with the restart. Mike Hoh held down second over Dan Argano and Kirk Hayes. Simonsen kept his Budweiser/Anderson Cycle/Cougar Gulch/Gnarly/Oz Racing-sponsored Honda on the notch and pulled to a big lead. Hayes took over third when Argano slipped off and dropped to sixth.

The top three positions were set, but there was a great deal of shuffling back in the pack. Langland temporarily held down fourth, then Eklund took over before dropping out. Joe Pineda finally took over for the last two laps. Argano and Langland rounded out the top six.

**Results**

PRO-AM: 1. J.P. Simonsen (Hon); 2. Mike Hoh (H-D); 3. Kirk Hayes (Hon); 4. Joe Pineda (H-D); 5. Daniel Argano (Rtx).
JR: 1. Jeff Russell (Rtx); 2. Clint Vahsholtz (W-R); 3. James Hart (Rtx); 4. Robert Bocosa (H-D); 5. Jaime Aguilar (H-D).
EX: 1. Rex Fisher (W-R); 2. Mickey Fay (H-D); 3. Randy Roose (H-D); 4. Troy Norris (W-R); 5. Dan Ingram (Hon).

## Swink sweeps Kenworthy MX

**By Susan Willian**

TROY, OH, JULY 28

Kawasaki Team Green/PJ1/Scott USA/HiPoint backed Brian Swink won four motos to take the overall wins in the 125 and 250cc Pro-Am classes at Kenworthy's GP MX amateur day, held in conjunction with the 125/250cc National MX.

In moto one of the 125cc Pro-Am class Swink went by Mike Wheeler early on lap one to take command. Swink opened up a sizable lead on the first lap and easily won.

The second moto saw Mark Musselman out in front chased by Derrick Roe and then Swink. Roe and Musselman swapped the lead in a set of 12 whoops. Then Swink passed Roe for second and closed the gap to Musselman. Musselman bobbled in the whoops and Swink took advantage to take the lead. Musselman regrouped and made a last-chance try to catch Swink at the finish line, but ended up in the fence as Swink landed the win.

Josh Steel, Josh Brown and Brad Strunk duked it out in moto one of the Schoolboy class. Steel grabbed the lead followed by Brown and Strunk. They stayed in line until the last lap when Brown fell and Strunk moved to second behind Steel at the checkered.

Brown was the early leader in moto two followed by Steel and then Strunk. Steel took control before lap two and moved some distance away in front as he secured the moto win. A race for second developed between Brown and Strunk. Brown overshot a portion of the track and Strunk grabbed second despite overshooting some whoops.

**Results**

AUTO: 1. Michael Farmer (Yam); 2. Robert Turley (Yam); 3. Derrick McKinney (Yam); 4. Paul Robbins (Yam).
SCHBY: 1. Josh Steel (Hon); 2. Brad Strunk (Suz); 3. Josh Brown (Hon); 4. Dennis Williams; 5. Steve Cross (Kaw).
65: 1. Mark Burkhart (Kaw); 2. Randy Valade (Kaw); 3. Christopher Berry (Kaw); 4. Billy Peirce (Kaw).
80 JR: 1. Mark Burkhart (Yam); 2. John Schneider (Hon); 3. Billy Pierce (Suz); 4. Jason Frecker (Yam); 5. Christopher Berry (Yam).
MINI SR: 1. John Brunck (Hon); 2. Eric Bowman (Kaw); 3. Shawn Peck (Yam); 4. Jason Stewart (Kaw); 5. Danny Salzer (Suz).
125 B D-1: 1. Will McEntyre (Kaw); 2. Darcy Walther (Hon); 3. Chad Fleck (Suz); 4. Ronnie Yarbro (Suz); 5. Vincent Defelice (Hon).
125 B D-2: 1. Daren Turner (Kaw); 2. Jeff Bergman (Suz); 3. Chris Bodo (Hon); 4. Jeremy Primer (Hon); 5. Dennis Williams (Hon).
125 B D-3: 1. Mike Hogan (Hon); 2. Gary Folger (Yam); 3. Matt Behringer (Kaw); 4. William Wilmoth (Hon); 5. Scott Henderson (Kaw).
125 B D-4: 1. Chuck Drake (Kaw); 2. Mark Kiser (Suz); 3. Kevin Kuhn (Hon); 4. Matt Powers (Hon); 5. Mark Wheelright (Hon).
250 B D-1: 1. Will McEntyre (Kaw); 2. Darcy Walther (Hon); 3. Gene Hodge (Kaw); 4. Mike Russell (Suz); 5. Tom Sheets (Yam).
250 B D-2: 1. Tim Smith (Hon); 2. Nick Troutman (Hon); 3. Willard Carroll (Hon); 4. Andy Hatcher (Hon); 5. Mike Welsh (Kaw).
250 B D-3: 1. Chad Fleck (Suz); 2. Bill Bennett (Kaw); 3. Steve Kiesler (Kaw); 4. Craig Billingsley (Suz); 5. Donald Lewis (Kaw).
125 PRO-AM: 1. Brian Swink (Kaw); 2. Mark Musselman (KTM); 3. Mark Kane (Hon); 4. Derrick Roe (Kaw); 5. Allen Horne (Hon).
250 PRO-AM: 1. Brian Swink (Kaw); 2. Chuck Reed (Kaw); 3. Mark Kane (Hon); 4. Allen Horne (Hon); 5. Doug Jorissen (Yam).
+40: 1. Gary Peak (Yam); 2. Henry Gref (Yam); 3. Eric Edington (Hon); 4. Daniel Post (Kaw); 5. David McClanahan (Hon).
+30 D-1: 1. Philip Alderton (Hon); 2. Gary Peak (Yam); 3. Gene Hodge (Kaw); 4. Todd Ervin (Hon); 5. Ed Behn (Hon).
+30 D-2: 1. Tim Smith (Hon); 2. Kenny Reif (Hon); 3. David Blauman (Hon); 4. Greg Smith (Suz); 5. Michael Taylor (Suz).
OPEN B: 1. Randy Thibaut (Hon); 2. Shane Peck (Hon); 3. Matt Kelley (Yam); 4. Dave Osborn (Kaw); 5. Frank Bauer (Kaw).
L/W A: 1. Jason Gray (Suz); 2. Joshua Brown (Hon); 3. Brad Strunk (Suz); 4. Jack Lambert (Yam); 5. Brian Teyssier (Hon).
H/W A: 1. Jason Gray (Suz); 2. Mark Kane (Hon); 3. Phillip Alderton (Hon); 4. Roy Randlett (Suz); 5. Jim Krauser (Kaw).

## Hoenshell hot at Mosier Valley MX

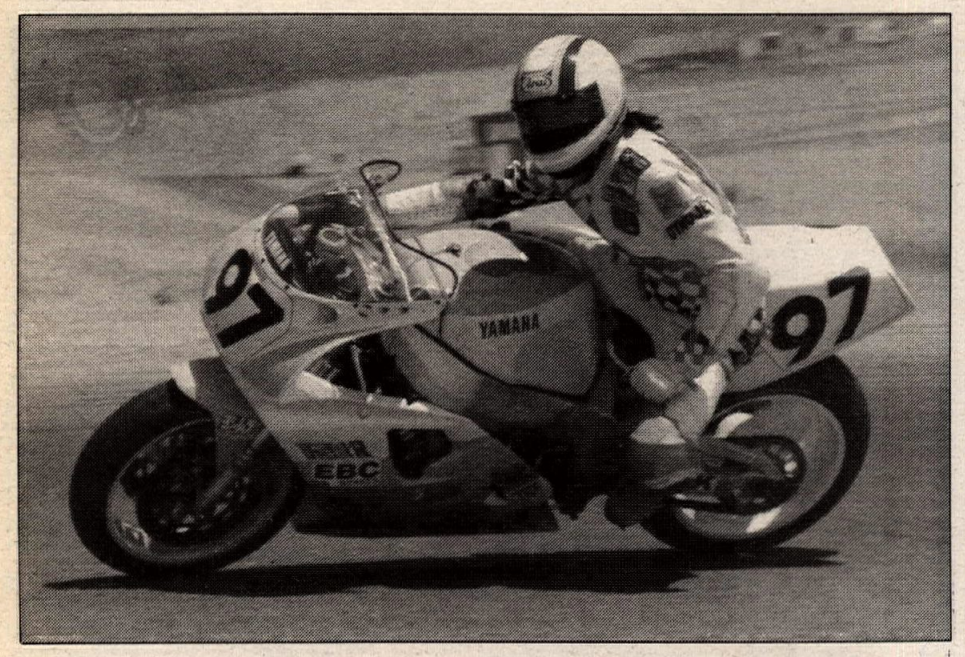
**By Julie Sharp**

EULESS, TX, AUG. 17

Clay Hoenshell dominated the first Expert class moto at Mosier Valley MX Park, then charged from behind to win moto two and secure the overall victory.

In the first 10-lap moto Arlington Suzuki-sponsored Hoenshell grabbed the holeshot and never relinquished the position. Jason Langford was a close second, followed by Kent Eliff, Terry Tinney, Jason Edwards and Mark Gerloff.

# LOCAL EVENTS



**Barry Burke won a hotly contested 750cc Superstreet race at Willow Springs International Raceway, but had to sit out the F-1 final with mechanical gremlins.**

By the end of the first lap Edwards was already on the move and passed Tinney for fourth, and in the doubles on lap two took over the third position. On the same lap, Tinney moved back into fourth as he overtook Eliff, and after the third lap Gerloff was seen off the track after the double and was out of the race and not seen on the track the rest of the night.

By lap four Hoenshell had pulled a three-second lead on Langford, although they maintained their same positions from the second lap to the finish. Tinney closed on Edwards at one point but Edwards was able to pull away.

At the start of the second moto Edwards took the holeshot with Langford a close second, followed by Hoenshell, Tinney and Eliff. Hoenshell passed Langford before the end of the first lap, then the riders maintained their positions through the sixth lap with Hoenshell putting pressure on Edwards.

On the seventh lap Langford closed in on the leaders as the battle for first heightened. When Hoenshell closed in at the double, he allowed Edwards to take the inside line on the immediate right turn, and took the outside line rushing past Edwards on the straightaway. This put Hoenshell on the inside of the next left turn and Edwards immediately behind a little to the outside. On the following lap Hoenshell put distance between himself and second place, although before the end of the ninth lap Edwards closed the gap. At the finish it was Hoenshell over Edwards and Langford. Tinney and Eliff rounded out the top five.

**Results**

250 NOV: 1. Russ Schooley (Kaw); 2. Dwayne Copeland (Suz); 3. Larry Brickman (Kaw); 4. Doug Haas (Hon); 5. Sprint Haynes (Yam).
OPEN NOV: 1. Norman Reed (Kaw).
60: 1. Aaron Selden (Kaw); 2. Joe McIntyre (Kaw); 3. Keith Fletcher (Kaw); 4. Shawn Smith (Kaw); 5. Bear Spencer (Kaw).
OVER 30 EX: 1. Mark Lamb (Hon); 2. Billy Smith (Hon); 3. Chuck Trissider (Kaw).
OVER 30: 1. Steve McCombs (Yam); 2. Hazen Smith (Hon); 3. Jeff Haney (Hon); 4. Chris Blackman (Kaw); 5. Randall Kyle (Hon).
50: 1. Ryan Rhoades (Yam); 2. Dusty Fountain (Yam); 3. Frankie Berber (Yam); 4. Jimmy Everett (Yam); 5. Travis Cox (Yam).
80 BEG: 1. Justin Stevens (Kaw); 2. Matt Pool (Kaw); 3. Chris Cadieux (Yam); 4. William Hichcock (Suz); 5. Jason Eckhoff (Kaw).
OVER 25: 1. Norman Reed (Kaw); 2. Phil Husband (Yam); 3. Randy Timms (Kaw); 4. Vernon Patterson (Yam); 5. Danny Quaye (Hon).
125 NOV: 1. Joey Pratt (Suz); 2. Matt Feil (Hon); 3. Jason Gibbs (Kaw); 4. Michael Kincaid (Suz); 5. Jerry Hill Jr. (Suz).
80 NOV: 1. Chris Daubitz (Kaw); 2. Jeff Smith (Kaw); 3. Michael Boliver (Kaw); 4. Jason Narramore (Kaw); 5. Kris Neubauer (Suz).
125 BEG: 1. Jason Reynolds (Kaw); 2. Brad Corder (Kaw); 3. Shane Searfoss (Kaw); 4. Troy Brandt (Yam); 5. Eric Neubauer (Kaw).
250 BEG: 1. Kyle Lewis (Yam); 2. Erwin Schulz (Yam); 3. Matt Saba (Yam); 4. Marty Ishmael (Kaw); 5. Kevin Lowrimore (Kaw).
80 OPEN: 1. Charley Bogard (Kaw); 2. Chris Doubitz (Kaw); 3. Michael Boliver (Kaw); 4. Jeff Smith (Kaw); 5. Keith Fletcher (Kaw).
INT: 1. Troy Smith (Hon); 2. Shane Edwards (Suz); 3. Strip Smith (Hon); 4. Doug Gill (Hon); 5. Lance Sewell (Hon).
EX: 1. Clay Hoenshell (Suz); 2. Jason Edwards (Kaw); 3. Jason Langford (Yam); 5. Terry Tinney (Kaw); 5. Kent Eliff (Kaw).

## Graves wins second straight Willow Springs Road Race

**By Eric Vincent**

ROSAMOND, CA, AUG. 18-19

Chuck Graves won his second consecutive Miller High-Life Formula One Grand Prix in round nine of the American Road Racing Association's (ARRA) 1990 season at Willow Springs International Raceway. The win helped solidify Graves' points lead in the Formula One title chase.

Graves led the race from start to finish on his Greg Lundy-built Suzuki GSXR1100 while Bruce Tebo did the same for second place, also riding a Suzuki GSXR1100.

Third place was held by Yamaha FZR1000-mounted Dale Kieffer for the first half of the race, but Lee Shierts, riding a Yamaha TZ250, made an impressive run through the pack to grab third place at the finish.

Graves' biggest challenge in the race came on lap seven. Heading into the fast turns eight and nine, a large dust cloud blew across the track just as the Suzuki rider powered into that section of the course. Graves disappeared into the dust cloud for almost five seconds, emerging after rolling off the throttle considerably. With average lap times in the 1:29-range for the first six laps, Graves lost four seconds due to the dust, turning in a 1:33 on lap seven.

"I never ran into a dust storm where I couldn't see through it," said Graves after the race. "If you're on a bike going 140 mph out there and suddenly your vision is taken completely away, it's pretty scary."

Shierts was pleased with his third-place finish, and hopes to do well in the AMA National 250cc Grand Prix class when the series visits Willow Springs on September 14-16.

Absent from the F-1 event was Barry Burke, the defending ARRA F-1 Champion. After winning the 750cc Superstreet race earlier in the day on his Yamaha FZR750RR/OW01, Burke reported hearing engine problems developing in the lower end of the engine and elected to sit out the F-1 event to prevent any further problems. Burke plans to race the bike in the AMA Superbike National.

**Results**

50 S/ST: 1. Linda Donovan (Hon); 2. Chris Young (Yam); 3. Mark Long (Yam); 4. Earl Smith (Yam).
80 S/ST: 1. Darcy DeCoste (Kaw); 2. Kenny Roberts Jr. (Hon); 3. Douglas Donovan (Hon).
0-500 NOV:1. Kenny Roberts Jr. (Yam); 2. Corey Stowe (Yam); 3. Ross Wells (Suz); 4. Doug Barnett (Yam); 5. Todd Barsby (Yam).
501-699 NOV: 1. Dexter Ford (Yam); 2. David Adang (Kaw); 3. Johnny Page (Yam); 4. David Brown; 5. Steve Teschke (Hon).
700-OPEN NOV: 1. John Hinds (Suz); 2. Mykel Caruso (Suz); 3. Garth Rothwell (kaw); 4. Richard Stanboli; 5. Doug Barnettt (Yam).
BOTT L/W: 1. Eron Flory (Bul); 2. Darryl Deinhard (Kaw); 3. Thomas Hackman (Kaw); 4. Bruce Reimer (H-D); 5. Jerry Jirkovski (Yam).
BOTT H/W: 1. Trevor Dunns (Duc); 2. Mark Cruz (Duc); 3. Mick O'field (Duc); 4. Gary Mansfield (Duc); 5. Archie Slaven (Yam).
600 SGL: 1. Andy Milton (Yam); 2. Rick Thompson (Yam); 3. Lincoln Day (Yam); 4. Kirk Thompson (Yam); 5. Frank Bussell (Hon).
F-2: 1. Nick Ienatsch (Yam); 2. Ben Williams (Yam); 3. Lee Shierts (Yam); 4. Kent Kunitsugu (Yam); 5. Dave Kieffer (Yam).
400 S/ST: 1. Nick Ienatsch (Yam); 2. Willie Burr (Yam); 3. Kent Kuniburgu (Yam); 4. Michael Hughes (Yam); 5. Curtis Giese (Yam).
500 S/ST: 1. Kurt Marriner (Suz); 2. Andy Milton (Yam); 3. Gordon Smith (Kaw); 4. Darryl Deinhard (Kaw); 5. Thomas Hallman (Kaw).
600 MOD PROD: 1. Ross Hahn (Yam); 2. Scott Conaway (Yam); 3. Tom Aquino (Yam); 4. Greg Blink (Yam); 5. David DeVeau (Suz).
400 MOD PROD: 1. Kent Kunitsugu (Yam); 2. Willie Burr (Yam); 3. Curtis Giese (Yam); 4. Hiroshi Nakajima; 5. Patrick Murray (Yam).
500 MOD PROD: 1. Thomas Hackmann (Kaw); 2. Gordon Smith (Kaw); 3. Ted Kapner (Hon); 4. Jerry Jirkovski (Kaw); 5. Chuck Burnett (Hon).
F-SGL: 1. Andy Milton (Yam); 2. Trevor Dunne (Gil); 3. Lincoln Day (Yam); 4. Kirk Thompson (Yam); 5. Eric Sherrer (Hon).
750 S/ST: 1. Barry Burke (Yam); 2. Brad Hagen (Yam); 3. Joe Williams (Hon); 4. Dale Kieffer (Yam); 5. Joe Arias (Suz).
OPEN S/ST: 1. Bruce Tebo (Suz); 2. Clint Whitehouse (Suz); 3. Rick Ellison (Suz); 4. William Beck (Suz); 5. Rick Kovacs (Suz).
F-1: 1. Chuck Graves (Suz); 2. Bruce Tebo (Suz); 3. Lee Shierts (Yam); 4. Dale Kieffer (Yam); 5. Brad Hazen (Yam).
600 STK PROD: 1. Harold Ninkels (Yam); 2. Dana Sadlon (Yam); 3. Greg Blink (Yam); 4. Jeff Horne (Yam); 5. Steve Carollo (Hon).

**Rookie John Aden won the Third Division main at Ascot Speedway.**

BOTT VINT: 1. Eron Flory (BMW); 2. Mick Ofield (Nor); 3. Marcus Field (Nor); 4. Danny Farnsworth (Duc).
750-OPEN STK PROD: 1. Bilet Meacham (Yam); 2. Rick Kovacs (Suz); 3. Eric Nugent (Suz); 4. Lance Holst (Yam); 5. Rob Harris (Suz).
500 STK PROD: 1. Hiroshi Nakasima (Yam); 2. Patrick Murray (Yam); 3. Willie Burr (Yam); 4. Jerry Carlson (Yam); 5. Glenn Filshie (Yam).
F-3: 1. Kevin Murray (Hon); 2. Greg Mastoras (Hon); 3. Steve Dyer (Kaw); 4. Chuck Burnett (Hon).
500 SGL: 1. Eric Sherrer (Hon); 2. Archie Slaven (Yam); 3. Kevin Johnson (Yam); 4. Scott Fabbro (Hon); 5. Charles Howe (Hon).
750 MOD PROD: 1. Chuck Graves (Suz); 2. David Deveau (Suz); 3. Harold Winkles (Suz); 4. Paul Harrell (Kaw); 5. Dean Mizdal (Suz).
750 SUZ CUP: 1. Chuck Graves; 2. David Deveau; 3. Harold Winkles; 4. Dean Mizdal; 5. Geep Terranova.
600 S/ST: 1. Kent Kunitsugu (Yam); 2. Nick Ienatsch (Yam); 3. David Deveau (Yam); 4. Dave Kieffer (Yam); 5. Ross Hahn (Yam).
OPEN MOD PROD: 1. Chuck Graves (Suz); 2. Bruce Tebo (Suz); 3. David Deveau (Suz); 4. Brad Hazen (Suz); 5. Clinton Whitehouse (Suz).

## Schwartz sweeps Ascot Speedway

**By Scott Daloisio**

GARDENA, CA, AUG. 8

Speedway National Champion Bobby Schwartz had his best night of the season when he won the Scratch and Handicap mains at Chris Agajanian's Ascot South Bay Stadium.

In the four-lap Scratch main, Mike Faria and Schwartz were side by side into turn one and they stayed that way until they hit the back straight. Then Schwartz inched ahead and he pulled down on Faria in turn three to take control of first. Phil Collins joined the fray up front near the end of the first lap when he tried to go around Faria out of turn four, but he couldn't find the drive. Collins stayed on the wide line and parked in turn two on lap two. That allowed Faria to run away from him and put the wraps on the number two spot.

At the front of the pack, Schwartz held a slim lead over Faria. Coming into the final turn, Faria tried the dirt on the outside, but he trailed Schwartz's Budweiser/KNAC/Oakley/Bell/CTi Brace PPT across the finish line. Collins was a distant third with Chris Castin fourth.

Schwartz is unaccustomed to Handicap wins as he had not taken one all year long, and the way this one started, there was no reason to believe he would at Ascot. On lap two, Faria went down in turn one and Schwartz laid it down for him. Normally the race would restart with seven laps to go and Faria or Schwartz off the penalty line, but the referee called for a complete restart with no penalties.

Pat Litt raced into the first on the restart as Gary Ackroyd ran second with Charlie Venegas third. Schwartz was charging hard off the 40 and was in third by the end of the first circuit. He then disposed of Ackroyd at the end of lap two for second. Before lap three was halfway over, he put Litt away and took the lead.

Schwartz had control of first, but soon he had Faria just inches behind. On lap five Faria took a stab at first, but Schwartz held him at bay. On the next lap, Faria parked in turn two. That let Schwartz move out to a commanding lead, which he carried past the checkered flag.

**Results**

SCRATCH: 1. Bobby Schwartz (PPT); 2. Mike Faria (Wes); 3. Phil Collins (Wes); 4. Chris Castin (Wes).
HDCP: 1. Bobby Schwartz (PPT); 2. Mike Faria (Wes); 3. Charlie Venegas (Wes); 4. Phil Collins (Wes).
D-2: 1. Bob Richards (Wes); 2. Tony Gomez (Jaw); 3. Rob Ball (Jaw); 4. Mark Milazzo (Wes).
D-3: 1. John Aden (Jaw); 2. Jim Estes (Jaw); 3. Mike Blake (Jaw); 4. Robert Froom (Jaw).
SDCAR: 1. Steve Stanton/Tom Tufts (Kaw); 2. Dean Steele/Dwayne King (Duc); 3. Ken Ohrt/Alan Bilger (H-D); 4. Do Partain/Tim Champlin (Kaw).

## Kadlec cruises to Timberline Enduro win

**By Roger Dowden**

STEAMBOAT SPRINGS, CO, AUG. 5

Team Yamaha rider Fritz Kadlec topped 300 other riders at the Timberline Enduro, the seventh round of the Rocky Mountain Enduro Circuit near Steamboat Springs and clinched the series championship with one event remaining. Although the Rockies have generally been experiencing a very wet summer, the area used by the enduro was dry and dusty. The dust didn't bother Kadlec, though. "I'm really surprised that I won. I knew that I only had to finish third today to wrap up the championship, so I was just cruising," said Kadlec, who was married the previous weekend.

Kadlec's "cruise" was in reality a pretty torrid pace. His score for 100 miles of rocky forest and meadow trails was only a nine-minute deficit. Second overall went to another YZWR rider, John Bruckbauer, who carded 10 points. Bruckbauer has become the eternal bridesmaid this year, as he now has five second overall finishes this season. "I can't buy a first overall this year," he says.

Last year's circuit champion, Kelby Pepper, finished third overall with 11 points, but the youngster of the double A ranks put up a valiant fight. Pepper lost his muffler 20 miles into the event and the corrective repairs cost him four minutes at the easily-zeroable second check. He charged hard enough to beat Kadlec by two minutes and Bruckbauer by three minutes in the final section, but the deficit was too much to overcome.

The 250cc A class win went to Jim Gray, who dropped 13 points. Kawasaki-mounted George Villanyi continued his domination of the 200cc A class where his 15-point score was half that of his nearest competitor. ATK pilot Casey Colbert brought in a score of 20 which put him on top of the Open A class and further padded his series lead.

While many of the class champs for the season seem to be relatively clear cut, in the Senior A class the battle is heating up. Bill Vickery topped the class at his event, moving him just ahead of second place finisher Joe Janecky. KTM rider, Floyd Stretch, pulled in a third place finish by losing out to Janecky at the tie-breaker, but his consistency also gives him a mathematical chance for the year-end victory.

Les Resler, another KTM rider, had a score of 24 points which gave him rights to the highly-coveted Overall B trophy. He was four minutes up on his nearest competitor.

The competition was much tighter for the Overall C trophy. David Evan's score of 14 points was barely a minute ahead of fellow four-stroke rider Stacey Hollis and Vincent King.

**Results**

AA: 1. Fritz Kadlec (Yam); 2. John Bruckbauer (Yam); 3. Kelby Pepper (Kaw).
250 A: 1. Jim Gray (Yam); 2. Burton Vickery (Yam); 3. Mark Beagley (Kaw).
200 A: 1. George Villanyi (Kaw); 2. Michael Troast (Kaw); 3. Arnold Weber (Hus).
OPEN A: 1. Casey Colbert (ATK); 2. Pat Prosser (KTM); 3. Joe Gutierez (KTM).
SR A: 1. Bill Vickery (Yam); 2. Joe Janecky (Hon); 3. Floyd Stretch (KTM).
250 B: 1. Les Resler (KTM); 2. John Koehler (Hon); 3. Jeff Johnson.
200 B: 1. Craig Carroll (Kaw); 2. Dan Dailey (Kaw); 3. Bob Babinski (Kaw).
SR B: 1. David Sehadle (Kaw); 2. Don Frazier; 3. Charles Engle (Kaw).
OPEN B: 1. Jeff Harkwell (Kaw); 2. Lloyd Bowers (Yam); 3. Jary Penny (KTM).
4-STRK B: 1. Gregg Lehnerz (Yam); 2. John Moody (Hon); 3. Bryan Johnson.
200 C: 1. Scott Bright (Kaw); 2. Gary Miller (Kaw); 3. Tom Kasic (Kaw).
OPEN C: 1. Guy Middleton (Hon); 2. David Midthuu; 3. Blain Baxter (Hon).
SR C: 1. Jack Weller (KTM); 2. Duane Albrecht; 3. Ed Gulczynski (KTM).
4-STRK C: 1. David Evans; 2. Stacy Hollis (Hon); 3. Vincent King (Hon).
S/SR: 1. Roger Dorcas (KTM); 2. Wayne McFetridge (Suz); 3. Bill Obert (Yam).
LADIES: 1. Debra Nuss (Kaw); 2. Sue Chamberlain (Yam); 3. Jenny Murphy.
SPTSMN: 1. Jim Boman (Kaw); 2. Doug Barnett (Hon); 3. Ron Henry (Yam).

## Larsen corrals Speedway USA win

**By M. Sober**

VICTORVILLE, CA, AUG. 18

Former Junior Speedway Champion Josh Larsen moved past Jessi Finch, to capture the eight-lap Handicap main at Speedway USA.

Finch assumed an early lead while Larsen came out of the first-turn jumble behind Finch, Charlie Venegas and Mark Hannah. While Venegas tried to catch Finch, Larsen went to work on Hannah. Larsen took little time in removing Hannah from contention , driving underneath and past him by the end of the second revolution. Larsen then went to work on Venegas and moved him off the groove midway through the race.

Now all that was left for Larsen to do was get by Finch and he moved up next to Finch by the end of lap five and stayed right on his rear tire until finally pushing past him right before the white flag. Finch managed

to keep his composure and held on to second place. Alan Christian moved up to take third place with Mike Faria right on his tail to finish fourth.

In the Scratch main Bobby Schwartz gated first with Steve Lucero just inches behind entering the first turn, but Lucero went slightly wide coming out of turn two which allowed Faria to knife inside of him and assume the attack on front-runner Schwartz. With no outside line to work with, all Faria could do was follow Schwartz around for four laps, hoping to steal a win if Schwartz made a mistake. Schwartz didn't make any and Faria finished second with Lucero third over Charles Venegas.

**Results**

SCRATCH: 1. Bobby Schwartz (Wes); 2. Mike Faria (Wes); 3. Steve Lucero (Gdn); 4. Charlie Venegas (Wes).
HDCP: 1. Josh Larsen (GM); 2. Jessi Finch (Wes); 3. Alan Christian (Wes); 4. Mike Faria (Wes); 5. Charlie Venegas (Wes).
D-2: 1. Harley Hall (Jaw); 2. Greg Appleman (Jaw); 3. Randy Skinner (Jaw); 4. Mike Reed (Wes); 5. John Aden (Jaw).
D-3: 1. Jim Estes; 2. Robbie Sauer; 3. Dan Darling.
JR D-1: 1. Randy Evans (Wes); 2. Chris Werner (Wes); 3. Heath Hammonds (Wes); 4. Pete Peralta (Wes).
JR D-2: 1. Danny Bandfield (Yam); 2. Amber Kossuth (Tri); 3. Tim Cochren (Hon).

## Pinsonnault, Reiser top Mt. Garfield Invitational Hillclimb

**By Maxine Casey**

MUSKEGON, MI, AUG. 5
Paul Pinsonnault won the 540cc class by a whisker and Tom Reiser smoked the 800cc class to become National Champions on the rugged hill called Mt. Garfield. The backside of this hill is a straight drop into Lake Michigan, so a safety net was strung across the back of the shut-off area.

Pinsonnault rode a two-stroke Honda in the 540cc class and needed two rides to edge Tim Frazier by .003 seconds, 5.104 to 5.107. Ted Wilkins rode his snowmobile-powered Harrison Special to third place with a 5.312-second ride. BSA rider John Hislop finished fourth and Triumph-mounted Scott Everett was fifth.

Reiser climbed the hill in 4.684 seconds on his first ride in the 800cc class. Jeff Yoder was second with a 4.829-second blast and Lou Gerencer finished third in 4.993 seconds. Charlie Casey edged Earl Bowlby for fourth, 5.025 to 5.034.

**Results**

540: 1. Paul Pinsonnault (Hon); 2. Tim Frazier (BSA); 3. Ted Wilkins (H-S); 4. John Hislop (BSA); 5. Scott Everett (Tri).
800: 1. Tom Reiser (H-D): 2. Jeff Yoder (H-D); 3. Lou Gerencer (H-D); 4. Charlie Casey (Yam); 5. Earl Bowlby (BSA).

## Roeseler wins Duster HS

**By Donnetta and Bob Murray**

BARSTOW, CA, AUG. 19
Kawasaki Team Green's Larry Roeseler added another win to his long list, but he had to work hard for it, as several top riders battled it out across a course that offered mostly virgin terrain at the Duster M.C. Hare Scrambles at Stoddard Wells near Barstow.

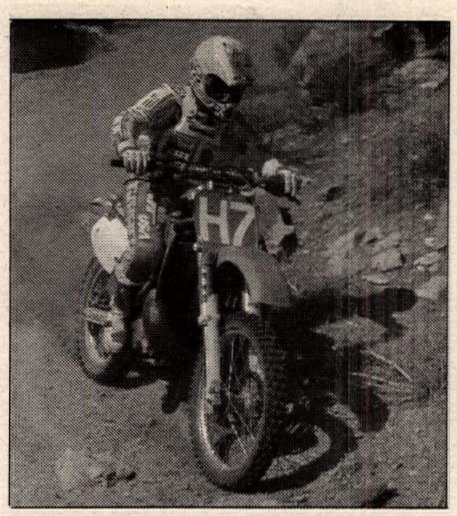
Roeseler's fellow Team Green member Ted Hunnicutt nailed the bomb run and was weaving through the bushes in a 1-2 situation with KTM's Dan Smith during the first section of the course. Each time Smith would take over the lead, Hunnicutt would immediately bag him back, with the winds blowing away the dust just right for a good duel. Another Team Green rider, Vet Paul Ostbo, overcame stiff new boots and a two-kick start to take over third place at the bomb, while Jim Clark was in fourth. Roeseler was back around fifth.

Three-fourths of the way through the 35-mile rocky loop, Hunnicutt hit a rock, which threw his bike sideways and his clutch perch was knocked loose. He gave up the lead to Smith, who lost the course at one point and relinquished the lead to Roeseler. Roeseler had gained his position behind Smith by dogging Ostbo until the duo hit the technical section of the course. Ostbo lost his brakes and Roeseler was able to outmaneuver him.

Roeseler was first onto gas row with Smith a mere four seconds behind him. Smith had the faster pit and was able to gain the lead as the pair charged out onto the course a second time.

Just as the two leaders left the pits, third place contender Ostbo rushed in with a flat. Following him were Hunnicutt, Randy Moseley, David Ondas, Chris Crandall, Clark and Downhill Alexander, who also had a flat. First amateur through was Justin Lundin in 12th place.

Smith continued to hold the lead on his second trip across the course, with Roeseler just inches behind him. The speeding twosome approached a rocky hill that was bottlenecked with less experienced riders kicking up the dust as they tried to make their ascent.



**Larry Roeseler won the Duster M.C. Hare Scrambles in Barstow, California.**

Smith chose a path through a rock pile, where he hit his chain guide, which derailed his chain and he had to stop to repair it. Roeseler made his way through the dust and riders. He emerged at the top of the ridge alone, looking for Smith. With only five miles to go to the finish, Roeseler continued his pace, with one eye over his shoulder looking for Smith.

"That was a hard race. I'm tired," said Roeseler.

Smith was not far behind to claim second place. "Larry and I were having a real fun ride until I hit the rock," said Smith. "Oh well, I'll get him next time."

Meanwhile, a real contest was going on for third place between Ostbo and Hunnicutt. With his clutch perch fixed in the pits, Hunnicutt made up time on the second loop until he caught up with Ostbo. Hunnicutt passed Ostbo, who would not give up and continued to honk at Hunnicutt to let him by. Hunnicutt finally relented and Ostbo was third to cross the finish line for a first place Vet finish. Hunnicutt heard the thump of Crandall's four-stroke, which pushed him on to the finish. Following him in fifth place was Crandall.

Moseley, charged up after a three-way duel, roared into the finish in sixth place overall for the 250cc win. Kenny Parry was seventh: Alexander came in eighth, in spite of a flat; Clark claimed ninth and Robert Baehr rounded up the top 10. Lundin claimed the overall Amateur title and was 12th overall. Anna Merritt was the Women's winner. T.V. Holmes won the Senior overall, while amateur Brian Davis earned the 125cc overall win.

**Results**

OPEN EX: 1. Larry Roeseler (Kaw); 2. Dan Smith (KTM); 3. Ted Hunnicutt (Kaw); 4. Chris Crandall (ATK); 5. Jim Clark (KTM).
250 EX: 1. Randy Moseley (Suz); 2. Robert Baehr (Kaw); 3. Craig Hunter (Kaw); 4. John Rudder (Cag); 5. Dan Richardson (Hon).
VET OPEN EX: 1. Paul Ostbo (Kaw); 2. Ron Bragdon (Kaw); 3. Gary Scheidler (Yam); 4. Steve Otis (Yam); 5. Mark Getzfrid (Hon).
VET 250 EX: 1. Kenny Parry (Kaw); 2. Downhill Alexander (Suz); 3. Ken Ehlers (Yam); 4. Larry George (Hus); 5. Keith Jones (Kaw).
125 AM: 1. Brian Davis (Yam).
SR OPEN EX: 1. T.V. Holmes (KTM); 2. Craig Wolfsen (Yam); 3. Rex Pitts (Yam); 4. Mitch Hedrick (KTM); 5. Ross Barnes.
SR 250 EX: 1. Don Doerksen (Yam); 2. Jim Smith (KTM); 3. Mike Burnett (Yam); 4. Butch Nelson (Yam); 5. Ron Christner.
250 NOV: 1. Mike Webber (Kaw); 2. Steve Nakamoto (Hon); 3. Eric Sedor (Kaw); 4. Peter Dobrotin (KTM); 4. Robert White (Kaw).
VET OPEN NOV: 1. Raymond See (Hon); 2. Michael Foley (ATK); 3. Mike Kimberling (ATK); 4. John Hutchenson (Hon).
SR OPEN NOV: 1. Norm Gaiger (Hon).
S/SR EX: 1. Al Guzman (Kaw); 2. Dennis Davidge; 3. Jerry Harpole (ATK); 4. Art More (KTM); 5. Terry McDonald (Hon).
OPEN AM: 1. Justin Lundin (Hon); 2. Geoff Sanborn (Hon); 3. Rob Poznoff (Kaw); 4. Kurt Hintz (Hon); 5. Fred Hatch (KTM).
250 AM: 1. Jeff Case (Hon); 2. Steve Ogren (Yam); 3. Mike Gaetz (Yam); 4. Daniel Cleveland; 5. Scott Hammond (Yam).
VET OPEN AM: 1. James Ditson (Kaw); 2. Larry Kunkle (KTM); 3. Charlie Herrick (ATK); 4. Ray Bylsma (Kaw); 4. Dan Stoy (Hon).
VET 250 AM: 1. Jessie Ellico (Kaw); 2. Mark Zela (Kaw); 3. Paul Heckman (Kaw); 4. Greg McLaughlin; 5. Stirling Christiansen.
WMN EX: 1. Anna Merritt (Kaw).
SR OPEN AM: 1. Dennis Patterson (Kaw); 2. Norm Takusagawa (Yam); 3. Milt Thornton; 4. Dave Stockton (Yam).
SR 250 AM: 1. Mike Dunsworth (Kaw); 2. George Loren (Kaw); 3. John Barnett.
OPEN NOV: 1. Rick Gillette (ATK); 2. Bill Bayes (Hon); 3. Andrew Gaiger (Hon); 4. Reese Crenshaw (Kaw); 5. Don Eckersley (Hon).
VET 250 NOV; 1. John Parsons (KTM); 2. Brad Vandenberg (Hon); 3. Ron Tatsueo (Yam); 4. Jeff Abbath (Yam).
125 NOV: 1. Kevin McEvoy (KTM); 2. Craig O'Connell (Yam); 3. Ryan Dean (KTM).

## Larsen keeps riding at IMS Spdwy

**By Scott Daloisio**

SAN BERNARDINO, CA, AUG. 8
For the third time in the last four weeks Josh Larsen showed everyone the fast way and won the Miller Genuine Draft Handicap main at Inland Motor Speedway.

**Ken Coolbeth (32), Mike Hacker (66) and Paul Lynch battled early in the 200cc final at Trail-Way before spreading out and finishing in the same order.**

Coming off a crowded 40 yard-line on the start, Larsen was the favorite in the pit lane. However, Tony Bienert beat him off the line with Andy Northrup third. On lap two Bobby Schwartz took third from Northrup and then raced inside Larsen for second. As soon as that happened, Larsen came alive and began to charge. By the end of the lap, he was back by Schwartz and was looking for the leader.

Larsen, on the Prime Ticket/Event Technical Services/Russell Racing/Sunshine Carpets/Oury Grips Jawa, tested the outside on the back chute on lap four. Bienerrt held him at bay into turn three, but as the lap ended, Larsen stole the lead. Simultaneously, Mike Faria took Schwartz for third, then caught and passed Bienert on lap six. He was far behind Larsen at that point, but he began to reel him in. When they took the white flag, Faria was all over the leader. He manned the low side while Larsen rode up high. Larsen stayed on the outside until the final bend where he came down to the pole to keep Faria behind at the finish.

In the Miller Genuine Draft Scratch main, Schwartz overwhelmed the competition for his 10th IMS victory of the season. Alan Christian, Larsen and Schwartz were even into the first bend, while Faria missed the start and found himself mired in last.

Schwartz got the best drive as they hit the back chute, and by turn three he had a four-length advantage for his Budweiser/Bell/Sinisalo/New York Seltzer/STP GM.

As Schwartz pulled away for the victory, the race for second was tight all the way. Larsen, Faria and Christian went at it hammer and tong, and when the checkered flag fell Larsen held off Faria and Christian at the line for second.

In the Sidecar main, Steve Stanton and Tom Tufts led every inch of the way and scored a convincing win. Craig Dempster and Peter Lewis were a distant second with Dean Steele and Dwayne King third.

**Results**

SCRATCH: 1. Bobby Schwartz (GM); 2. Josh Larsen (Jaw); 3. Mike Faria (GM); 4. Alan Christian (Wes).
HDCP: 1. Josh Larsen (Jaw); 2. Mike Faria (GM); 3. Bobby Schwartz (GM); 4. Tony Bienert (Wes).
D-2: 1. Chris McGee (Wes); 2. Rob Ball (Gdn); 3. Tony Gomez (Jaw); 4. Chuck Lybarger (Jaw).
SDCAR: 1. Steve Stanton/Tom Tufts (Kaw); 2. Craig Dempster/Peter Lewis (Kaw); 3. Dean Steele/Dwayne King (Duc); 4. Randy McIntyre/Robert Fox (Kaw).

## Coolbeth, George awarded doubles at Trail-Way ST

**By Len Breech**

HANOVER, PA, AUG. 18
Ken Coolbeth and Max George were awarded a pair of wins as Trail-Way Speedway's short track program fell victim to rain showers. Coolbeth had taken the 200cc class, which was the last two-wheel class to run a final, and was awarded the 250cc Expert final, which was being started when the rains hit, based on his faster heat time over Mike Varnes, who won the other heat. George won the only 750cc Expert heat and had the faster of the two Senior class heats.

In the 200cc class Coolbeth took the lead from Mike Hacker, Paul Lynch, Ricky Winsett and Jerry Alexander. They stayed close in the early laps, but as the race went on the distance between riders increased.

Coolbeth was right in front with Mike and Kevin Varnes as the 250cc Expert class finally got underway after waiting almost two minutes for Chuck Buchanan to get his steel shoe back on. They started in light rain and after two riders went down on the opening lap the rains increased and the race was stopped.

Prior to this, the 85cc class staged one of its barnburner finals. Paul Lynch took the lead from Todd Winsett, Jerry Alexander and Ricky Winsett. Todd Winsett took the lead at the end of the second lap, while Lynch, Alexander and Ricky Winsett battled for second right behind Todd. Ricky took third at the beginning of the final lap, and was right on Lynch's rear tire the final lap, but Lynch held him off.

**Results**

55: 1. Benjamin Miller (Yam); 2. Billy Stillwell (Yam); 3. Scott Morrison (Yam); 4. Jacob Johnson (Yam).
65: 1. John Winsett (Kaw); 2. Mike McKee (Kaw).
85: 1. Todd Winsett (Hon); 2. Paul Lynch (Hon); 3. Ricky Winsett (Suz); 4. Jerry Alexander (Kaw); 5. Morgan Coolbeth (Kaw).
200: 1. Ken Coolbeth (Kaw); 2. Mike Hacker (Hon); 3. Paul Lynch (Hon); 4. Ricky Winsett (Suz); 5. Jerry Alexander (Yam).
250 EX: 1. Ken Coolbeth (Hon); 2. Mike Varnes (Yam); 3. Randy Shank (Kaw); 4. Kevin Varnes (Yam); 5. Dave Lesniak (Hus).
250 AM: 1. Mike Hacker (Hon); 2. Dennis Aungst (Yam); 3. Ken Hackman (Yam); 4. Morgan Coolbeth (Kaw); 5. Ray Jenkins (Yam).
SR: 1. Max George (H-D); 2. Joe Heberling (Yam); 3. Joe Gately (Tri); 4. Jim Chapman (Tri); 5. Bob Babcock (H-D).
600 AM: 1. Phil Libhart (Yam); 2. Justin Coolbeth (Rtx); 3. Guy Stuart (Yam); 4. Keith Chandler (Yam); 5. Frank Bosak (Yam).
600 EX: 1. Robert Miller (Rtx); 2. Kevin Varnes (Rtx); 3. Dave Lesniak (Rtx); 4. Bob Babcock (H-D); 5. Jerry Hash (Hon).
600 PRO: 1. Rob Majeski (H-D); 2. Tom Majeski (H-D); 3. Mike Varnes (W-R); 4. Ken Mohler (Rtx); 5. Mike Klopp (W-R).
750 EX: 1. Max George (H-D); 2. Joe Gately (Tri); 3. Rob Majeski (Tri); 4. Clarence Bull (Yam); 5. James Miller (H-D).

## Purcell pounces OTHG at DeAnza Motocross

**By Greg Robertson**

SUNNYMEAD, CA, AUG. 19
Suzuki RM250 rider Richard Purcell used a perfect 1-1 score to win the Over The Hill Gang Novice class at DeAnza Cycle Park.

Steve Gordon powered his Kawasaki up the start hill to lead the first moto ahead of Chris Perez, Carlos Marin and Skeets Holland. Gordon held the lead for six laps before falling off the pace to finish ninth. Perez took over for two laps before Marin found a way around to also lead for a couple of laps. Purcell had been steadily working up from a seventh place start. Purcell hounded Marin on the last lap, finally squeezing past for the win. Perez held on for third ahead of Holland.

Percell made life easier for himself by grabbing the second moto holeshot and never looking back. Gordon kept pace the entire moto behind Purcell for the runner-up position. Chris Perez rode to consistent 3-3 finishes for second overall. Eric Fish, in his first race as a novice, used a 6-4 score to take home a third place trophy.

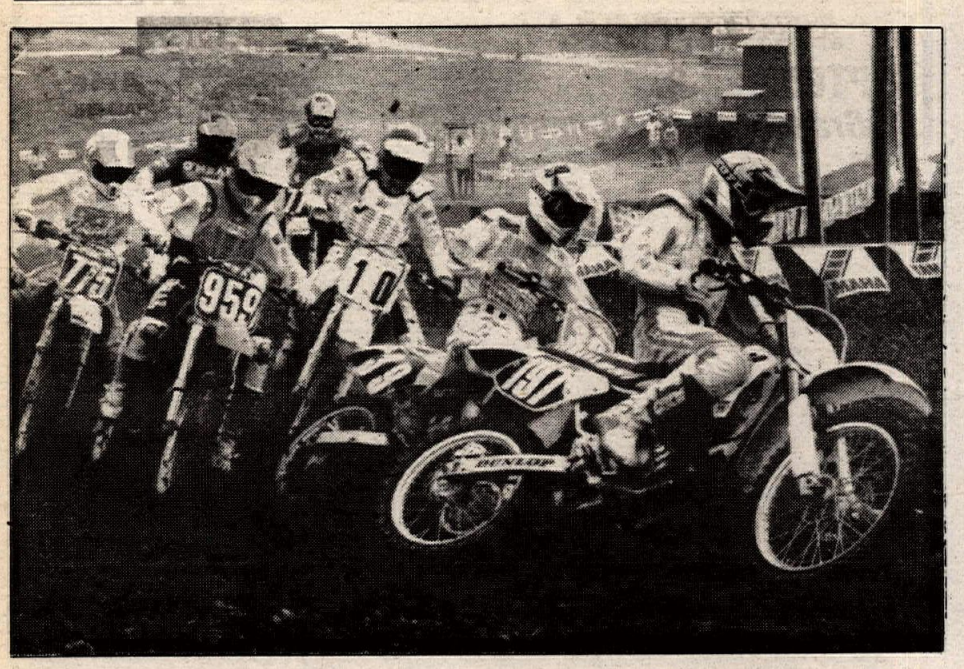
Gary Willison totally dominated the first moto of the Intermediate class. Mark Hall couldn't quite catch the speedy Willison and had to settle for second. Louie Springer brought his YZ250 up from a next to last start position to finish third ahead of Rick Bealer.

Hall wasn't content to follow anyone in the second moto as he stretched his early lead to a commanding moto and overall win. Marty Westerman, Paul Ikeda and Springer fought for the runner-up slot with Westerman winning the battle. First moto winner Willison finished fifth which was good enough for second overall. Third place brass went to Springer with 3-4 rides.

**Results**

BEG: 1. Kevin Brewer (Hon); 2. Wiley Seitzler (Hon); 3. John Gussenhoven (KTM); 4. Tim McCue (Hon); 5. Stephen Smith (Kaw).
NOV: 1. Richard Purcell (Suz); 2. Chris Perez (Hon); 3. Eric Fish (Yam); 4. Steve Niles (Kaw); 5. Steve Gordon (Kaw).
INT: 1. Mark Hall (Kaw); 2. Gary Willison (Kaw); 3. Louie Springer (Yam); 4. Marty Westerman (Kaw); 5. Paul Ikeda (Hon).
EX: 1. Bob Casper (Suz); 2. Robin Nicclaides (Suz); 3. Walt Olson (Hon).

# LOCAL EVENTS



**Kevin Walker (197) leads Steve Childress (39), Chad Lough (959), Aaron Bollinger (10) and David Barrett at the start of a 125cc A moto at the Dallas Ricker Complex.**

## Gibson gets the gold at ACF Supercross

**By David L. Pattton, Jr.**

NELSONVILLE, OH, AUG. 18

Jeff Gibson won the Micro class at the Athens County Fairgrounds Supercross event after what was probably the toughest race of his young career.

Prior to the start of the evening's program, severe thunderstorms hit the area and turned the supercross track into a muddy obstacle course. Gibson was the only rider to cross the finish line, with a little helping hand from Mom and Dad, as the mud was too deep for the micro bikes. Christopher Turrill and Willy Browning finished second and third based on how long they persevered and how close to the finish line they came.

Keith Gwinn pulled the holeshot in the 250cc B final but stalled his bike on the first lap and dropped back to sixth. Gwinn moved back up to fourth by the end of the first lap, and by the lap two had his Yamaha out front on his way to a dominating win. Don Lewis, rode consistently to take second ahead of Bryan Ashcraft and Alan Cornelius, who had led briefly then crashed twice.

Brad Strunk jumped out front in the 125cc Pro final with Mike Blair second and James Eickel back in last. In a whoop section immediately following the first turn, Eickel passed four riders and began his charge toward the front. Dean Baker passed Blair and Strunk and then killed his engine, letting Strunk and Blair back by. Eickel flew past Baker and Blair but before he could go after Strunk he crashed hard in the difficult whoop section. Strunk won easily ahead of Chuck Reed, who overcame a bad start to pass Blair on the last lap. Mark Weaver took advantage of Baker's and Eickel's falls to take fourth, with Jay Poling rounding out the top five.

**Results**

125 A: 1. Brad Strunk (Suz); 2. Chuck Reed (Kaw); 3. Mike Blair (KTM); 4. Mark Weaver (Suz); 5. Jay Poling (Hon).
250 A: 1. Richard Carpenter (KTM); 2. Mike Blair (KTM); 3. James Eickel (Yam); 4. Chuck Reed (Kaw); 5. Bryan Moose (Kaw).
MICRO: 1. Jeff Gibson (Yam); 2. Christopher Turrill (Yam); 3. Willy Browning (Yam).
65: 1. Mark Burkhart (Kaw); 2. Scott McMillin (Kaw).
MINI JR: 1. Scott McMillin (Kaw); 2. Mark Burkhart (Yam); 3. Hubert Rake (Kaw).
MINI SR: 1. Heath Bennett (Kaw); 2. Jerry Hubbard (Yam).
SCHBY: 1. Tommy Collier (Suz); 2. Michael Hollen (Kaw); 3. Matthew Hale (Kaw); 4. Matt Liming (Kaw).
125 B: 1. Jackie Welker (KTM); 2. Adam Merrick (Hon); 3. Craig Albright (Yam); 4. Matt Liming (Kaw); 5. Tim Lunsford (Yam).
125 C: 1. Joel Henning (Suz); 2. Brian Miley (Hon); 3. Bryan Wallace (Kaw); 4. Jason Carano (Kaw); 5. Chris Wachenschwanz (Hon).
250 B: 1. Keith Gwinn (Yam); 2. Don Lewis (Kaw); 3. Brian Ashcraft (Yam); 4. Alan Cornelius (Suz); 5. Gary Blair (Suz).
250 C: 1. Keith While (Yam); 2. Ryan Brickles (Yam); 3. Kevin Smith (Yam); 4. Matthew Dicken (Hon); 5. Jeff Sexton (Suz).
OPEN B: 1. Eric Rankin (Kaw); 2. Keivn Shiner (Hon).
25+: 1. Brad Wood (Suz); 2. Bryan Moose (Kaw).
VET: 1. Rodney Frecker (Hon); 2. Kevin Shiner (Hon); 3. John Winkle (Suz).

## Walker outduels Childress at Dallas Ricker Motocross

**By Barbara and Loren Williams**

GREENEVILLE, TN, AUG. 25

Kevin Walker and Steve Childress battled throughout four motos at the next-to-last Saturday night MX at the Dallas Ricker Complex, and when the evening was over Walker had beat Childress in all but one of the 125 and 250cc A class motos.

When the first 125cc A moto left the line, the holeshot went to Childress. Childress wasn't accustomed to the tight Dallas Ricker night track and Walker soon overtook him and pointed the way, leading the rest of the moto with only a momentary challenge from Childress. Californian David Barrett finished third, while Billy Cox worked his way up from a sixth place start to nail down fourth at the finish.

Walker easily pulled the first in the second moto, leaving Childress to deal with Cox, B rider Mike Nutter, Barrett, Jeff Shuler and Paul Jamison. By lap three Walker had opened up a four-second lead on the rest of the field, knowning that Childress would most likely come hunting for him. Instinct proved correct, and Childress reeled him in. But there weren't enough laps for Childress to set up a pass, and at the finish line Walker won by a sneeze. Cox finished third and Jeff Shuler worked his way up from a sixth-place start to take fourth ahead of Bollinger and Jamison.

Childress holeshot the first 250cc A contest, but Walker caught him on lap one and the two shot ahead of the field. Walker took the lead from Childress, but later was able to remount in second as Childress cruised to an easy win.

Walker repeated his point-position on performance for the second moto, with Childress matching his every move but unable to make a pass.

**Results**

50: 1. Nicky Hoback (Yam); 2. Thomas Hamby (Itj); 3. Ryan Calhoun (Hon); 4. Jeffrey Fields (Yam).
JR MINI: 1. Dave Clark (Hon); 2. Spencer Hite (Suz); 3. Jeffrey Williams (Kaw).
SR MINI: 1. David Clark (Hon); 2. Shawn Hensley (Hon).
SCHBY: 1. T.J. Bates (Hon).
ENDURO: 1. John Fisher (KTM); 2. Kirk Hayes (Suz); 3. Johnny Rasar (Suz); 4. Steve Mason (Kaw); 5. Richard Shipley (Suz).
125 A: 1. Kevin Walker (Yam); 2. Stevie Childress (Suz); 3. Billy Cox (Suz); 4. Jeff Shuler (Suz); 5. Aaron Bollinger (Suz).
125 B: 1. Mike Nutter (Kaw); 2. George Galloway (Suz).
125 C: 1. Darrell Stallard (Hon); 2. Chris Sisson (Suz); 3. Tim Modock (Yam); 4. Michael Hefner (Hon); 5. Jeff Hensley (Suz).
250 A: 1. Kevin Walker (Yam); 2. Stevie Childress (Suz); 3. Jamie Hacking (Kaw); 4. Eddie Addair (Suz); 5. Billy Cox (Suz).
250 B: 1. James Nutter (Yam); 2. Billy Adkins (Hon); 3. Jay Hayes (Hon).
250 C: 1. Mike Edwards (Kaw); 2. Chad Mullins (Yam); 3. Brian Archer (Hon); 4. Ricky Franklin (Hon); 5. Philip Armitage (Suz).
25+ A: 1. Billy Adkins (Hon); 2. Jim Jennings (Suz).
25+ B: 1. David Weston (Yam); 2. Ricky Franklin (Hon); 3. Cletis Greene (Hon); 4. Michael Hefner (Hon); 5. Eddie Middleton (Yam).
OPEN AM: 1. Pat Phillippi (Kaw); 2. John Fisher (KTM); 3. Andy Greene (Hon); 4. Marty Hillman (Kaw); 5. Kirk Hayes (Suz).
S/SR: 1. John Thompson (Suz); 2. Doug Reese (Suz); 3. Ted Fields (Yam).
SR B: 1. John Thompson (Suz); 2. David Ruppert (Suz); 3. Jeff Lane (Suz); 4. Alvin Tester (Suz); 5. Jim Anders (Suz).
4-STRK: 1. Richard Shipley (Suz); 2. Cory Ward (Hon); 3. David Vines (Hon); 4. Jeff Lane (Suz); 5. Kirk Hayes ((Suz).
NON-CURRENT: 1. Darrell Stallard (Hon); 2. Russell Bradley (Yam); 3. Jeff Hensley (Suz); 4. Ryan McCann (Kaw); 5. Dale McCracken (Kaw).
U/L AM: 1. Mike Nutter (Yam); 2. Jay Hayes (Hon); 3. David Buis (Kaw); 4. Eddie Middleton (Yam); 5. Brian Archer (Hon).

## Carlson cleans up LACR Night MX

**By Tony Alessi**

PALMDALE, CA, AUG. 17

Kawasaki-mounted Garey Carlson scored the overall victory in the 125cc Beginner race after posting a run away victory in the first moto followed by a terrific charge from 18th to second in moto two during the CRC Friday Night point chase at Los Angeles County Raceway.

Bryan Croft got away first followed closely by Jordan Lieberman and Carlson at the start of the first 125cc Beginner moto. As Carlson worked on Lieberman, Ray Snider suddenly popped into the picture and began to push Carlson. Carlson and Snider wasted no time dropping Lieberman and Croft back to third and fourth. Carlson tried to shake Snider but Snider kept pinned to the rear of Carlson. Snider crashed a few laps from the finish and left Carlson with a tremendous lead up front. Snider remounted and charged back by Lieberman and Brent Greer but was not able to pass Croft for second.

Snider shot out front in the second moto and never looked back. Carlson, on the other hand, started back in 18th and had to work his way towards the front, but the halfway point Snider built up nearly a half-track lead over Josh Stevens and Croft, with Carlson up to fifth. Carlson was able to pass both Stevens and Croft by the end of the moto.

Ken Zhart emerged the overall 250cc Pro winner after an intense battle between Mike Chamberlain and Tony Sulek ended in a crash when Chamberlain came up short on a hard double jump and Sulek landed on top of him, taking both riders out.

**David Cincotta (861) won the 125cc Pro class at the Perris Night MX finale.**

**Results**

80: 1. Cameron Davidson (Suz); 2. Aaron Bumgardner (KXX); 3. Joe Hicks, Jr. (Kaw); 4. David Stinchfield (Kaw); 5. Bobby Killian.
80 NOV: 1. Phil Richmond (Kaw); 2. Lanny Turner (Suz); 3. Jimmie Deever (Suz); 4. Bob Gunter (Hon).
125 BEG: 1. Garey Carlson (Kaw); 2. Ray Snider (Yam); 3. Bryan Croft (Kaw); 4. Josh Stevens (Hon); 5. Brent Greer (Suz).
125 NOV: 1. Jason Reed (Suz); 2. Jason Foxe (Hon); 3. Jared Jacobsmeyer (Yam); 4. Lex Malan (Kaw); 5. Tony Ferragamo (Hon).
125 INT: 1. Terry Swanson (Suz); 2. Chuck Gunter (Hon).
125 PRO: 1. Tim Telford (Yam); 2. Troy Welty (Suz).
250 BEG: 1. Shane Ramey (Hon); 2. Mike Giguere (Yam); 3. Curt Gideon (Yam); 4. David Stratten (Hon); 5. David Martinez (Yam).
250 NOV: 1. Tom Smith (Kaw); 2. Art Custer (Yam); 3. Owen Dickson (Yam); 4. Jeff Frey (Hon): 5. Dave Lambert (Kaw).
250 INT: 1. Roger Hensley (Suz); 2. Adam Pontious (Hon); 3. Robbie Dunham (Yam); 4. Will Dickson (Yam); 5. Matt Wyckoff.
250 PRO: 1. Ken Zhart (Kaww); 2. Tony Sulek (Yam).
500 BEG: 1. Richard Martinez (Yam).
500 NOV: 1. Mark Stratton (Hon); 2. Toby Lawes (Hon); 3. Dan Baker (ATK).
JR VET BEG: 1. John Rogers (Yam); 2. Aviad Sahar (Suz); 3. Forest Wasson (Kaw); 4. Steve Holzer (Suz); 5. Alon Sahar (Suz).
JR VET NOV: 1. Tim Wahlberg (Kaw); 2. Jeff Frey (Hon); 3. John Marotta (Suz); 4. Mike Deslefano (Kaw); 5. Greg Keim (Yam).
JR VET INT: 1. Tom Smith (Kaw); 2. Chad Nelson (Hon).
JR VET EX: 1. Todd Peterson (Hon).
VET BEG: 1. Rob Bevington (Kaw); 2. Ethan Selzer (Hon); 3. Lance Messner (Hon); 4. Robert Diggle (Hon); 5. Mark King (Hon).
VET NOV: 1. Rick Guilmette (Suz); 2. Dave Osterman (Yam); 3. Ron Hupfield (Kaw); 4. Dean Jennings (Kaw); 5. David Mullen (Suz).
VET INT: 1. Jerry Hensley (KX); 2. Russell Reilly (Kaw); 3. Lenny Baker; 4. Karel Kramer (Hon).
WMN NOV: 1. Valerie Edgar (Kaw).
WMN INT: 1. Candy Hateley (Yam); 2. Tina Zhart (Hon).

## Nelson shines at Perris Night Motocross Finale

**By Tony Alessi**

PERRIS, CA, AUG. 25

Matt Nelson won three out of four motos en route to victories in the Vet and the 25-29 Novice classes at GFI Racing's final Saturday night race of the year at Perris Raceway.

Nelson got things started by leading all the novices and most of the intermediates at the start of the first combined 25-29 class. Nelson was easily running with intermediate riders Rob Engle, Robert Little and Jim Henn. Nelson pulled over on the sixth lap and let the intermediates race among themselves and discovered he had built up more than a 30-second lead. Nelson cruised to the checkered flag with Bill Fullmer charging from midpack to second at the finish. Ben Barnhart maintained a comfortable margin over Gary Harada to finish third.

Nelson started in midpack in the second moto but easily worked his way to the front. Nelson worked both Fullmer and leader Eric Beingesser for four laps before blasting by for good. Nelson worked up to the intermediates and was able to witness the bar-bashing match between Little and Engle, concluding with both riders slamming themselves to the ground while Nelson cruised by for the overall win.

Bobby Hubbard took a pair of moto wins to complete his romp of the 125cc Novice class. David Welch rode a pair of consistent motos to take the runner-up spot over a very determined Jason Foxe.

Travis Fleming won the 125cc Intermediate for the first time after putting together a pair of moto wins. Fleming powered away in the first moto and was never challenged. The second moto was going the same way up to the final laps when Chris Cooley pulled alongside Fleming to challenge. Fleming held on and took the win as Cooley and Dirk Patao rounded the top three.

Scott Murphy unseated the king of the XR80 class, Ray Groom, after posting the second moto victory. Murphy holeshot both motos and passed by Groom in the first outing. Murphy came back in round two and wouldn't give into Groom's charge and took the win by a slim margin.

**Results**

FIRST TIMERS: 1. Scott Horve; 2. Brandon Maynard; 3. Nicholas Jordan.
50 STK D-1: 1. Christopher Tocco; 2. Jeffrey Smith; 3. Roland Rodriquez; 4. Johnathen Shimp; 5. Johner Faulkner.
50 STK D-2: 1. Ryan Weber; 2. Gabriel Estrada; 3. Ben Stuelke; 4. Derek Downey; 5. Heather Matthews.
50 STK D-3: 1. Scott Nelson; 2. Shan Bess; 3. Daniel Legg; 4. Danny Pettingill; 5. Kane Thompson.
50 MOD A: 1. Roland Rodriquez; 2. Joner Faulkner; 3. Jeffrey Smith; 4. Heather Matthews; 5. Shan Bess.
50 MOD B: 1. Eric Wood; 2. Jonathan Shimp; 3. Bobby Bonds; 4. Danny Wilson; 5. Seth Jordan.
60: 1. Tim Rasmussen; 2. Jonathen Schmidt; 3. Tyler Newton; 4. Cliff Jennings; 5. Jeremy McCassy.
XR 80: 1. Scott Murphy; 2. Ray Groom; 3. Mike Hanely.
80 BEG: 1. David Hughes; 2. Ceaser Galvez; 3. Jerry Aleman; 4. Daniel Estrada; 5. Toby May.
80 NOV: 1. Robert Allen; 2. David Hicks; 3. Jon Raymond; 4. Nathan Penry.
125 BEG D-1: 1. D.R. McCain; 2. Chris DeCannett; 3. Danny Chiaramonte; 4. Jim Williams; 5. Sean Hansen.
125 BEG D-2: 1. Josh Ryen; 2. Jamie Young; 3. David Hicks; 4. Mike Kiefer; 5. Chris Barges.
125 NOV: 1. Bobby Hubbard; 2. David Welch; 3. Jason Foxe; 4. Randy Betten; 5. Dustin Chapin.
125 INT: 1. Travis Fleming; 2. Chris Colley; 3. Dirk Patao.
125 PRO: 1. David Cincotta.
250 BEG D-1: 1. Michael Hartman; 2. Louis Delatorre; 3. Joe Uribe; 4. Chris Alamangos; 5. Eric Hanson.
250 BEG D-2: 1. Darrin Wall; 2. Don Walker; 3. David Walker; 4. Derek Raring; 5. T.J. White.
250 NOV: 1. Robert Little; 2. Tony Hadsall; 3. Tonrod Rodriquez; 4. Morgan Steele; 5. Todd Varble.
250 INT: 1. Jim Henn; 2. Dave Dye.
250 PRO: 1. Tracy Monterone; 2. Tony Fuller; 3. Travis Hodges; 5. Ed Verhelst.
500 BEG: 1. Greg Mazzio; 2. Dean Brown; 3. Robert Heideman.
500 NOV: 1. Dan Paulson; 2. Jeffrey Kinney.
25-29 BEG: 1. David Walker; 2. Kurt Hintz; 3. Mark Moore; 4. Don Walker; 5. Brd Kinney.
25-29 NOV: 1. Matt Nelson; 2. Bill Fullmer; 3. Eric Beingesser; 4. Ben Barnhart; 5. Mark Stroup.
25-29 INT: 1. Robert Little; 2. Rob Engle; 3. Jim Henn; 4. Tim Harris; 5. Joel Seals.
VET NOV: 1. Matt Nelson; 2. Ed Wilson; 3. Jimmy White; 4. Mark Stroup; 5. Tom Dalen.
OT: 1. W.G. Wilson; 2. Malcolm McCassey; 3. Steve Jennings; 4. Richard Stuelke; 5. Don Lather.

## Another McBride win at Champion Speedway

**By Larry McBride**

OWEGO, NY, AUG. 19

Tuff McBride continued his dominance of Champion Speedway as he lost only one race on his way to sweeping the Scratch and Handicap main events.

McBride's only loss came in Handicap semi two that had the makings of a main event. Joel Monell from the zero line rode his best race of the season, and held a flawless line as Tuff McBride and brother Lenny and Tom Burge from the 60 yard line battled bar to bar to overtake him. Monell, however, held tough to gain his first Handicap victory of the season.

The Handicap main appeared to be in the hands of Marco Morello as the 12-year-old continued to be impressive by holding down the lead for nearly all of the six lap final. Pro Cycle/East Side Tavern-backed Tuff McBride and Burge got by riders each lap in attempting to take the number one spot away from Morello. Off turn four on the last circuit McBride took the outside and nosed out Morello at the finish line.

Easier times were ahead in the Scratch main as Tuff took the lead from the pole position off the start and was challenged only on the first go around by brother Lenny. Tuff then pulled to a comfortable lead and went on to pick up his fourth double main victory of the season, which stretched his record to 13 main event wins of a possible 24.

Mike Jones, a rider with only three weeks of speedway experience, went to the victory circle for the first time in division two. CN

**Results**

HDCP: 1. Tuff McBride (Jaw); 2. Marco Morello (Gdn); 3. Tom Burge (Gdn); 4. Tim Mathewson (Jaw); 5. Joel Monell (Jaw).
SCRATCH D-1: 1. Tuff McBride (Jaw); 2. Lenny McBride (Gdn); 3. Tom Burge (Gdn); 4. Joel Monell (Jaw).
SCRATCH D-2: 1. Mike Jones (Jaw); 2. Marco Morello (Gdn); 3. Kyle Dixon (Jaw); 4. Nick Ciardi (Jaw).
SCRATCH D-3: 1. Joe Green (Jaw); 2. Karl Terry (Jaw).

# CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

## CHAMPIONSHIP EVENTS

### World C'ship Road Race Series
9/16 Phillip Island, Australia

### World C'ship Superbike Road Race Series
9/9 Le Mans, France
10/7 Monza, Italy
11/4 Shah Alam, Malaysia
11/11 Phillip Island, Australia
11/18 Manfeild, New Zealand

### World C'ship Endurance Road Race Series
9/23 Le Castellet, France

### World C'ship Observed Trials Series
9/9 Grimialp, Switzerland

### Motocross des Nations
9/16 Vimmerby, Sweden

### Int'l Six Days Enduro
9/3-8 Vasteras, Sweden

### AMA Grand Nat'l C'ship Camel Pro Series
*9/9 Syracuse, NY M
9/16 San Jose, CA M
*9/29 Gardena, CA HM
*10/6 Sacramento, CA M
* Camel Challenge
Info 614/891-2425

### AMA Nat'l C'ship Road Race Series
9/7-9 Topeka, KS
9/15-16 Rosamond, CA
Info 614/891-2425

### AMA Regional C'ship Dirt Track Series
9/15 Fremont, OH ST
9/21 Castle Rock, WA
Info 614/891-2425

### AMA 600 Nat'l C'ship Dirt Track Series
9/22 Castle Rock, WA TT
Info 614/891-2425

### CMA Canadian Supercross Series
9/22 Montreal, Quebec, CAN
Info 416/363-9035

### AMA 125/500cc Nat'l C'ship MX Series
9/30 Delmont, PA
10/7 Budds Creek, MD
10/14 New Berlin, NY
Info 614/891-2425

### AMA Nat'l C'ship Reliability Enduro Series
10/27 Minden, NV
Info 614/891-2425

### AMA Nat'l C'ship Enduro Series
9/30 W. Greenwich, RI
10/7 Forest Hill, LA
10/21 Redding, CA
Tentative
Info 614/891-2425

### AMA Nat'l C'ship Hare Scrambles Series
9/23 Lynnville, IN
Info 614/891-2425

### AMA Nat'l C'ship Hare & Hound Series
9/16 Craig, CO
9/30 Wendover, UT
10/14 Wells to Wendover, UT
Info 614/891-2425

### AMA Nat'l C'ship Hillclimb Series
9/15 Freemansburg, PA
9/30 Jefferson, PA
10/14 Oregonia, OH
Info 614/891-2425

### AMA/NATC Nat'l C'ship Observed Trials Series
9/22-23 White City, IL
Info 614/891-2425

### AMA/Wiseco/Yamaha/Yokohama Grand Nat'l Cross Country Series
9/9 Birch River, WV
9/16 Waterford, OH
10/7 Elkins, WV
10/28 Bunner Ridge, WV
11/11 Millfield, OH
Info 304/594-1157

### AMA/CCS Regional C'ship Road Race Series
**Great Lakes Region**
9/15-16 Grattan, MI
10/6-7 Grattan, MI

**Mid Atlantic Region**
9/15-16 Summit Point, WV

**Mid West Region**
9/15-16 Grattan, MI

**Mountain Region**
9/15-16 Steamboat Springs, CO
9/22-23 Denver, CO

**South Florida Region**
9/22-23 W. Palm Beach, FL
10/13-14 Talladega, AL
10/20-21 W. Palm Beach, FL

**South Central Region**
9/22-23 Hallett, OK
10/13-14 Hallett, OK

**Southwest Region**
9/8-9 Las Vegas, NV
9/22-23 Chandler, AZ
10/13-14 Las Vegas, NV

**Northeast Region**
9/8-9 Loudon, NH
10/6-7 Loudon, NH

**Salt Lake Region**
9/9 Bonneville, UT
10/7 Bonneville, UT

**Southeast Region**
9/22-23 Braselton, GA
9/29-30 Savannah, GA
10/13-14 Talladega, AL

### AMA/CCS Yokohama Nat'l C'ship Supersport Road Race Series
9/7-9 Topeka, KS
9/14-16 Rosamond, CA
Info 704/684-4297

### AMA/CCS EBC Brakes Endurance Challenge Road Race Series
9/7-9 Topeka, KS
9/14-16 Rosamond, CA
10/25-28 Daytona Beach, FL
Info 704/684-4297

### Castrol Eastern Canada Challenge
9/29-30 Shannonville, Ont., CAN
Info 613/966-4882

### Westwood Road Race Series
9/15-16 Westwood, B.C., CAN
Info 604/291-0225

### Kerker/SBS WERA Nat'l Endurance Road Race Series
9/15 S. Beloit, IL
9/22-23 Rosamond, CA
10/6 Clermont, IN
11/2 Braselton, GA
Tentative
Info 803/681-9372

### WERA Pro Series
10/6-7 Clermont, IN
10/31-11/4 Braselton, GA
Info 803/681-WERA

### WERA Regional C'ship Series
**Northeast/Mid-Atlantic Region**
9/29-30 Garrettsville, OH
10/13-14 Summit Point, WV

**Southeast Region**
9/15-16 Faulkville, GA
9/29-30 Talladega, AL

**North Central Region**
9/22-23 Grattan, MI

**Mid-Central Region**
9/23 E. St. Louis, IL

**South Central Region**
9/15-16 Shreveport, LA
10/20-21 Henderson, TX
Info 803/681-WERA

### NETRA C'ship Enduro Series
9/9 Lee, MA
9/23 Adams, MA
9/30 W. Greenwich, RI
10/14 New Boston, MA
10/28 Oxford, MA
11/4 Stafford, CT
11/18 Chester, CT

### NETRA C'ship Hare Scrambles Series
9/16 N. Petersburg, NY
10/7 Fishouse, NY
10/21 Southcentral, MA
11/11 Wrentham, MA
Info 203/875-5757

### NETRA Turkey Run Series
9/9 Swiftwater, NH
9/16 New Boston, MA
9/23 Allenstown, NH
10/7 N. Conway, NH
10/21 Wrentham, MA
11/25 Plympton, MA

### ECEA C'ship Enduro Series
9/9 Brandonville, PA
9/16 Shippensburg, PA
9/30 West Greenwich, RI
10/7 Greenbard, NJ
10/28 Bear, DE
11/11 Warren Grove, NJ
Info 609/893-7294

### NESC C'ship Motocross Series
9/9 Southwick, MA
9/16 Middleboro, MA
9/23 Central Village, CT
9/30 Southwick, MA
10/7 Middleboro, MA
10/21 Southwick, MA
10/28 Middleboro, MA
11/4 Middlebobo, MA
11/11 Middleboro, MA
Info 413/772-0685

### CRA Team Hare Scrambles Series
9/16 Salem, OH
9/23 Malvern, OH
10/14 Milport, OH
11/11 Amherst, OH
Info 216/538-2220

### IDBA Nat'l C'ship Drag Race Series
9/14-16 Norwalk, OH
10/12-14 Commerce, GA
Info 205/849-7886

### AMRA All Harley Drag Race Series
9/8-9 Oxford, ME*
9/15-16 Kokomo, IN*
9/30 Cordova, IL
10/6-7 Clarksville, TN*
* Indicates National
Info 708/250-0838

### Dragbike! USA Nat'l C'ship Drag Race Series
9/8-9 Bakersfield, CA
9/29-30 Houston, TX
10/6-7 Bradenton, FL
10/20-21 Los Angeles, CA
11/3-4 Phoenix, AZ
11/16-18 Gainesville, FL
Info 315/735-1661

### IHRA Drag Race Series
9/8-9 Atco, NJ
Info 609/768-2167

### SETRA C'ship Enduro Series
9/9 Wilmington, SC
9/23 Jemison, AL
10/14 Tallahassee, FL
11/4 Maplesville, AL
1/31/91 Charleston, SC
1/27 Sumter, SC
3/3 Pelion, SC
3/10 Deland, FL
3/17 Maxeys, GA
3/31 Brown Mt. Bch., NC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Also: Jr. National and 500 CC PRO AM *Featuring the "CAMEL CHALLENGE" 6 "Best Time" National Riders sprint in a 5 lap fury for an extra $17,500!
PLUS: SYRACUSE NY SPEED WEEK
•Sept. 6, Thurs. MIDDLETOWN
•Sept. 7, Fri. GENEVA
•Sept. 8, Sat. WEEDSPORT
•Sept. 9, Sun. SYRACUSE
FLAT TRAK FOTO
N.Y.S. FAIRGROUNDS SEATING CHART
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GET YOUR 1990 SYRACUSE GOLD CUP MILE TICKETS NOW AT TELETRON:
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SAVE $2.00 Syracuse Gold Cup Advance Ticket Order
Enclosed is my check or money order in the full amount. Please send me the following tickets:
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PO Box 453, Syracuse, NY 13209 (315) 488-0854
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City ____
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Mt. St. Helens M/C Club Presents The 3rd Annual
CASTLE ROCK TT NATIONAL and Speedweek
Budweiser
$30,000.00 3 Day Purse
AMA SANCTIONED
CIRCLE BELL ENTERPRISES
ELECTRO Heavy Equipment
Thursday, Sept. 20 Pro-Am
Friday, Sept. 21 Regional
Saturday, Sept. 22 National $16,000.00 Purse
Sept. 22 $3,000.00 Budweiser Shootout
6 fastest - 5 laps
Special Demonstration By World Record Holder Kim Griggs The Wheelie Wizard
$1,000.00 REWARD To Beat Chris Carr and Win The National
Featuring 750 Twin Exhibition 12 Man Main
For National Tickets Call: (206) 274-8402
Race Info: (206) 274-4346, (503) 282-3063

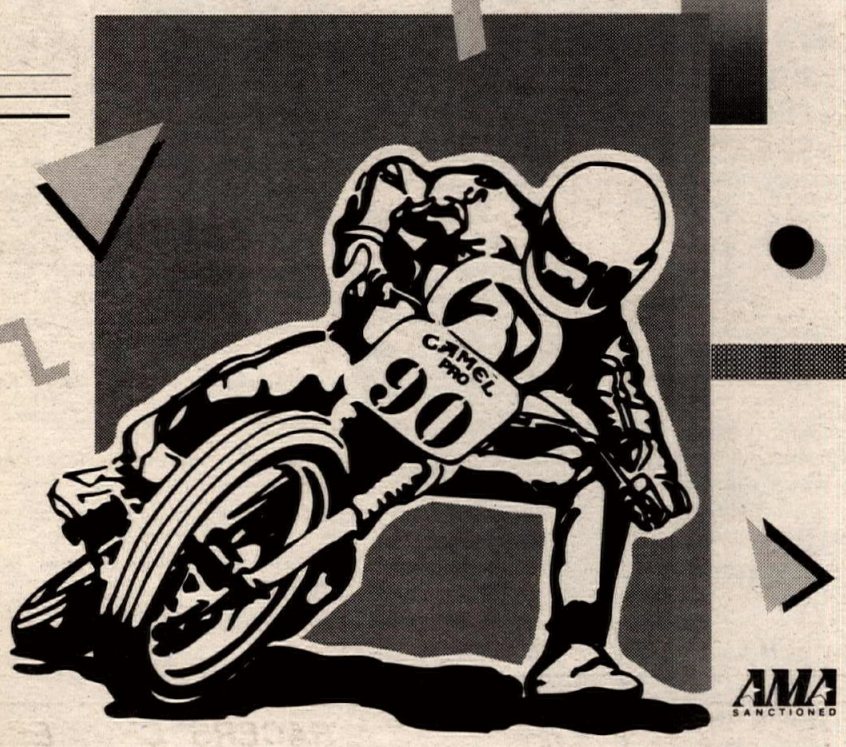


14th Annual
KAWASAKI RACE OF CHAMPIONS
Raceway Park
Englishtown, NJ
OCTOBER 20-21
Make Your Plans Now!!
For more info: (201) 446-6331



DE ANZA CYCLE PARK
1990 RACE SCHEDULE
100% PRO PAYBACK
Sun. Sept. 9 DRC MX
No Membership Required
Sun. Sept. 16 DRC MX
No Membership Required
Sun. Sept. 23 DRC Stadium Cross
No Membership Required
Sun. Sept. 30 DRC MX
No Membership Required
Park is open 7 days a week for MX practice & Open Trail riding 8:30 A.M. - 4:30 P.M.
MX TRACK IS PREPARED & WATERED EVERY SAT. FOR PRACTICE 7:30 A.M. - 5:00 P.M.
Sunday gates open: 6:30 A.M.
Practice 8:30 A.M. • Race Start 9:30 A.M.
Info: (714) 242-5840

# SAN JOSE IS THE MILE




AMA SANCTIONED

## SUNDAY • SEPT. 16 • 1990

FAIRGROUNDS IN SAN JOSE - 7TH ST. AT TULLY RD.

CAMEL PRO ORDER TICKETS BY PHONE (408) 438-3210 CAMEL PRO

SHOEI

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HAP JONES



## GO-MART WV STATE CHAMPIONSHIP MX SERIES

BIRCH RIVER RACEWAY
Birch River, WV

Budweiser

go mart

September 15-16
October 6-7
October 20-21

*CASH & PRIZES WORTH OVER $10,000*

**MOTOCROSS**
ATV's Saturday
M/C's Sunday

Sign up: 8-9 am
Practice: 9-10 am
Race: 11 am both days
*Best 3 of 5 races count*

Entry Fees
Expert $20.00 Amateur $15.00

**CROSS COUNTRY**
M/C's Saturday
ATV's Sunday

Sign up: 8-9 am
Race: 10 am
*Best 3 of 4 races count*
*No Cross Country on Oct 6-7

Entry Fees
All Classes $15.00 Expert 100% Payback

****Support can be won for the 1991 season based on finishes in 1990 series!!!*
*CALL FOR DETAILS*

For more info call: C & M PRODUCTIONS, INC. (304) 872-2382 or (304) 872-4242


Clean out your garage this weekend with a Cycle News Want Ad.


AFM ROAD RACING 1990

New 1991 Schedule
To Be Announced

P.O. Box 2088
Menlo Park, CA 94026 Info: (415) 796-7005



NMA

REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(714) 855-1602
(213) 868-8112
P.O. BOX 46
NORWALK, CA 90650

*National Motosport Association*



CMC

**Continental Motosport Club**

**Trans Cal MX Nat'ls (South)**

Sun., Sept. 9 Carlsbad Raceway
Fri., Sept. 14 Ascot
Sept., 15-16 Marysville

CA (714) 261-6116



**GFI/PERRIS RACEWAY 1990 SCHEDULE**

| | | |
|---|---|---|
| Sat., Sept. 8 | GFI Super Sat. MX | Perris Raceway |
| Sun., Sept. 9 | Rnd. 2 Fall Series (North) | Brentwood |
| Sun., Sept. 9 | Rnd. 2 Fall Series (South) | L.A.C.R. |
| Sat., Sept. 15 | Rnd. 3 Fall Series (North) | Huron |
| Sat., Sept. 15 | GFI Super Sat. MX | Perris Raceway |

(714) 788-5853


# CALENDAR

4/28 Olustee, FL
5/5 Clinton, SC
Info 912/882-6483

### SETRA C'ship Hare Scrambles Series

9/16 Abbeville, SC
9/30 Bremen, GA
10/21 Brown Mt. Bch., NC
10/28 Dahlonega, GA
11/18 Montgomery, AL
12/9 Ft. Gaines, GA
2/17/91 Johnsonville, SC
2/24 Maxeys, GA
4/14 Sumter, SC
5/12 Jasper, AL
Info 912/882-6483

### Virginia C'ship Hare Scrambles Series

9/9 Budds Creek, MD
9/16 Middlebrook, VA
9/30 Smith Mtn. Lake, VA
10/14 Newport News, VA
10/21 Fort Picket, VA
11/4 Martinsville, VA
Info 804/255-4620 or 851-0322

### SERA Enduro Series

9/9 Gatesville, MS
9/23 Jemison, AL
10/7 Forest Hill, LA
11/4 Maplesville, AL
Info 504/748-8693

### SERA Hare Scrambles Series

9/16 TBA
10/21 Tupelo, MS
11/11 Birmingham, AL
Info 504/748-8693

### AHRMA Nat'l C'ship Vintage MX Series

9/14 Steamboat Springs, CO
10/13 New Berlin, NY
Info 603/673-0993 (Eastern events)
213/490-0012 (Western Events)

### AHRMA Regional Championship Vintage MX Series

9/30 Fernley, NV
10/21 Palmdale, CA
11/11 Tulare, CA
Info 603/673-0993 (Eastern events)
213/490-0012 (Western events)

### AHRMA Nat'l C'ship Vintage Road Race Series

9/9 Topeka, KS
9/15 Steamboat Springs, CO
Info 304/291-2253

### AHRMA Regional C'ship Vintage Road Race Series

11/1 Braselton, GA
Info 304/291-2253

### AHRMA Nat'l C'ship Vintage Trials Series

9/13 Steamboat Springs, CO
Info 609/426-4387 (Eastern events)
805/831-5229 (Western events)

### MRA Road Race Series

9/15-16 Steamboat Springs, CO
9/23 Second Creek, CO
Info 303/789-2429

### OCCRA Cross Country Series

9/9 Tulsa, OK
9/23 Lawton, OK
11/4 Lake Murray, OK
11/11 Tulsa, OK
11/18 Draper Lake, OK
Info 405/632-3370

### RMEC Enduro Series

9/31 Cloudcroft, NM
Info 307/742-4136

### Black Jack Enduro Circuit

9/16 Little Rock, AR
9/30 Stillwater, OK
10/14 Tulsa, OK
10/28 Oklahoma City, OK
Info 405/340-7478.

### Missouri Hare Scrambles C'ship Series

9/9 Canton, MO
9/30 Flat River, MO
10/21 Potosi, MO
10/28 Belleville, IL
Info 314/291-7091

### N. Indiana Hare Scrambles Series

10/28 Plymouth, IN
12/2 Plymouth, IN
Info 219/831-2345

### CRA Road Race Series

9/15-16 Brainerd, MN
9/29-30 Brainerd, MN
Info 612/331-6810

### ATA Observed Trials C'ship Series

9/16 Cactus Flats, CA
10/7 Corral Canyon, CA
10/28 Stoddard Valley, CA
11/11 Little Rock Canyon, CA
12/30-31 UCAN Classic Oatman, AZ
Info 213/259-6631

### USBA Road Race Series

9/9 Salt Lake City, UT
10/6-7 Salt Lake City, UT
Info 801/973-9091

### ARRA Road Race Series

9/15-16 Willow Springs, CA
9/22-23 WIlow Springs, CA
10/20-21 Willow Springs, CA
11/17-18 Willow Springs, CA
12/15-16 Willow Springs, CA
Info 805/966-5700

### OMRRA Road Race Series

9/23 Portland, OR
10/7 Portland, OR
Info 503/221-1487

### SCORE Int'l Off-Road Series

11/8-11 Baja 1000 Ensenada, BC, MEX
Info 818/889-9216.

### NMA Enduro Series

9/23 Mt. Vernon, WA
10/28 Bellingham, WA
Info 206/943-1559

### NMA Off-Road Series

9/8 Goldbar, WA
9/30 Shelton, WA
11/11 Shelton, WA
11/18 Bellingham, WA
Info 206/943-1559

### WMRRA Road Race Series

10/7 Kent, WA
Info 206/363-3597

### Golden Crown of Baja Off-Road Desert Series

9/21-23 Gran Carrera de Campeones San Felipe, MEX
Info 818/340-5750

### Grans Prix de Baja Series

10/6 Ensenada GP Ensenada, MEX
11/17 San Felipe GP San Felipe, MEX
Info 818/340-5750

### MTEG Off-Road Gran Prix Series

9/15 Las Vegas, NV
9/29 Denver, CO
10/TBA San Francisco, CA

### CMC Trans-Cal MX Nationals

Southern Series
9/9 Carlsbad, CA

Northern Series
9/8 Sacramento, CA

Trans-Cal Showdown
9/15-16 Marysville, CA
Info 714/261-6116

### GFI Fall Series

South Series
9/9 Palmdale, CA
9/16 Perris, CA
9/23 San Bernardino, CA
9/30 Perris, CA

North Series
9/9 Brentwood, CA
9/15 Huron, CA
9/23 Fernley, NV
9/29 Chowchilla, CA
10/7 Marysville, CA
Info 714/788-5853

### Sabine Enduro Circuit

9/9 Saint Jo, TX
9/23 New Waverly, TX
10/21 Forest Hill, LA
11/3-4 Muenster, TX
3/10/91 String Prairie, TX
3/TBA Leesville, LA
4/7 Nacogdoches, TX
Info 409/722-7926

### High Plains Enduro Circuit

9/30 Cloudcroft, NM
10/7 Memphis, TX
10/14 Post, TX
11/18 Spur, TX
12/1-2 Lubbock, TX
12/16 Turkey, TX
2/10/91 Carlsbad, NM
2/24 Odessa, TX
3/24 San Angelo, TX
4/14 Post, TX
Info 806/795-1218

### South Texas Hare Scramble Series

9/10 High Grove, TX
9/30 Sabanal, TX
10/21 Bastrop, TX
11/11 Rockne, TX
11/18 Trinity, TX
12/2 San Antonio, TX
12/16 Houston, TX
1/13/91 Cleveland, TX
1/27 Smithville, TX
2/10 San Antonio, TX
2/24 High Grove, TX
Info 1-800-292-0132

| SEPTEMBER | | | | | | |
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| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 30 | | | | | | |

• Denotes Pro Payback

## September 5

CALIFORNIA SPEEDWAY
• AMA. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
MICHIGAN SUPERCROSS
• MRA. Saline Fair SX. Saline Fairgrounds, Saline. Info 517/522-4380 or 522-4380.

## September 6

OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

## September 7

CALIFORNIA SPEEDWAY
• International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA STADIUM MX
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA STADIUM MX
• CMC. MotoBowl, Sacramento Raceway, Sacramento. Info 916/363-2653 or 363-2645.
DELAWARE SHORT TRACK/ SUPERCROSS
• Seaford Speedway, Seaford. Info 302/629-6535 or 335-4386.
NEVADA MOTOCROSS
• CMC. Silver State MX, Carson City. Info 916/544-0548 or 702/883-1009.
NORTH CAROLINA MOTOCROSS
• AMA. Wilkes County MX Park, Lenoir. Info 704/758-4342.
TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

## September 7-9

KANSAS ROAD RACE
AMA Nat'l C'ship Superbike Challenge. Heartland Park Topeka, Topeka. Info 913/862-7223.

## September 8

ALABAMA MOTOCROSS
County Line Raceways, Bessemer. Info 205/477-5389 or 477-6848.
ALABAMA MOTOCROSS
• Warrior MX/TT Track, Warrior. Info 205/841-7224 or 669-4572.
CALIFORNIA MOTOCROSS
• CMC Trans-Cal Nat'ls, North. Sacramento Raceway, Sacramento. Info 714/261-6116.
CALIFORNIA SUPERCROSS
AMA/D-36/ARA. CA State SX C'ship Series. Altamont Raceway, Tracy. Info 415/447-4610.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA SHORT TRACK
• R & D Enterprises. Mid-State Fairgrounds, Paso Robles. Info 408/449-7367.
CALIFORNIA MX/AX/SX
Ventura Fairgrounds Raceway,

Ventura. Info 805/656-1122.
CALIFORNIA MOTOCROSS
• GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
COLORADO SUPERCROSS
• Sports Riders Assn. of CO/E & M Enterprises. Greeley. Info 303/988-7722.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/ SHORT TRACK
• Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630 or 994-9494.
GEORGIA SUPERCROSS
• Riverside Supercross, Calhoun. Info 404/928-3053 or 629-4450.
GEORGIA SUPERCROSS
• Southern Supercross, Tunnel Hill. Info 404/397-2937.
GEORGIA MOTOCROSS
AMA/Wings & Wheels. Bremen MX, Bremen. Info 404/941-8464 or 920-1033.
ILLINOIS TT SCRAMBLES/MX
AMA/Belleville Enduro Team, Belleville. Info 618/277-DIRT.
INDIANA MOTOCROSS
D-12 & 15/Read's Racing Unlimited. Trojan Speedway, N. Webster. Info 219/594-2974 or 594-2649.
IOWA STADIUM MX
K & C Racing, Inc. Adair County Fairgrounds, Greenfield. Info 515/763-2461.
KANSAS SHORT TRACK
KORR C'ship Series. Wichita. Info 316/945-8221.
MICHIGAN MOTOCROSS
AMA/D-14. Moreland's MX Park, Stanton. Info 517/235-4105.
MINNESOTA SHORT TRACK
Omar's Gopher Racing. Montgomery Speedway, Montgomery. Info 612/593-1283.
MISSOURI MOTOCROSS
Sprout Patch Competition. The Sprout Patch, Billings. Info 417/744-2593.
NEVADA MOTOCROSS
Las Vegas Int'l Raceway, Las Vegas. Info 702/365-1080.
OHIO HARE SCRAMBLE
CRA. Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
OHIO SHORT TRACK TT
Race 'em Chase 'em Promotions. Mathias Raceway, New Philadelphia. Info 216/833-8640.
OHIO SPEEDWAY
Bear Creek Speedway, south o Canton. Info 216/837-5694.
OHIO SUPERCROSS
AMA/D-11/Action Sports Promotions. Action Sports Center, Nelsonville. Info 614/594-MOTO.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/670-3451.
PENNSYLVANIA SHORT TRACK
AMA/D-6. Trail-Way Speedway Hanover. Info 717/359-4310.
TENNESSEE MOTOCROSS
I-40 Race Park, Lenoir City. Info 615/691-7531 or 986-1617.
TENNESSEE MOTOCROSS
• Dallas Ricker Complex, Kingsport. Info 615/239-9988 or 234-0772.
TEXAS SHORT TRACK TT
• Mike Kidd's Boyd Raceway, Boyd. Info 817/433-5587.
WASHINGTON HARE SCRAMBLES
NMA Off-Road Series. Stumpjumpers Golden Spike HS. Goldbar. Info 206/943-1559.

## September 8-9

CALIFORNIA DRAGS
• Dragbike! USA Nat'l C'ship Series. 13th Annual Westernationals. Bakersfield Raceway, Bakersfield. Info 315/735-1661.
CALIFORNIA MOTOCROSS
• CMC Trans-Cal Series. Glen Helen OHV park, San Bernardino. Info 714/880-1733.
CANADA ROAD RACE
• RACE/CMRA/Western Canada C'ships. Race City Speedway, Calgary, Alberta. Info 403/277-8297.
MAINE DRAGS
AMRA All-Harley Drag Race Series. N.E. Harley Nat'l. Oxford Plains Dragway, Oxford. Info 508/865-1023.
NEW JERSEY DRAGS
• IHRA M/C Division US Nat'ls/ World Finals. Atco Raceway, Atco. Info 609/768-2167.
OHIO MOTOCROSS
AMA/D-12 & 14/Glass City MC. Delta Motorsports Park, Delta. Info 419/666-8413.
PENNSYLVANIA MOTOCROSS
AMA/D-6. Sleepy Hollow MX, Fredericksburg. Info 717/273-1180 or 273-9212.
WEST VIRGINIA CROSS COUNTRY
• C & M Productions. Nat'l C.C. C'ships. Birch River Raceway, Birch River. Info 304/872-2382 or 872-4242.

## September 9

CALIFORNIA MOTOCROSS
• CRC. Perris Raceway, Perris. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC Trans-Cal Nat'ls, South. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• DRC. DeAnza Cycle Park, Moreno Valley. Info 714/242-5840.
CALIFORNIA DESERT RACE
AMA/D-38/Fudpucker Racing Team. Stuart Engineering Dez Sprint. Plaster City West, El Centro. Info 619/427-5759.
CALIFORNIA MOTOCROSS
• GFI South Fall Series. L.A. County Raceway, Palmdale. Info 714/788-5853.
CALIFORNIA MOTOCROSS
• GFI North Fall Series. Sandhill Ranch, Brentwood. Info 209/673-8080.
CALIFORNIA TT SCRAMBLES
AMA/D-36. Smooth Track TT Scrambles. Argyll Park, Dixon. Info 916/678-9956.
GEORGIA MOTOCROSS
Rough Riders MX, Rome. Info 404/295-1901 or 234-7561.
IDAHO HALF MILE
• AMA/Coeur D'Alene Classic. Kootenai County Fairgrounds, Coeur D'Alene. Info 206/432-9121 or 208/772-3585.
INDIANA MOTOCROSS
AMA/D-15. Hoosier Hilltoppers clubgrounds, Uniontown. Info 812/522-1522.
INDIANA MOTOCROSS
D-15. Tri-State MC Club, Butler. Info 219/637-5416.
IOWA TRIALS
All Iowa Trials Riders Assn. Wade Clark Farm, Jesup. Info 319/233-2850.
IOWA HILLCLIMB/ SWAP MEET
J & P Promotions. Anamosa. Info 319/462-4605.
KANSAS MOTOCROSS
KORR C'ship Series. Wichita. Info 316/945-8221.
MARYLAND HARE SCRAMBLE
VA C'ship H.S. Series. Blue-Gray 100. Budds Creek MX Park, Leonardtown. Info 301/475-2000.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Southwick. Info 413/772-0685.
MASSACHUSETTS ENDURO
NETRA C'ship Series. Greylock. Lee. Info 203/875-5757.
MICHIGAN SHORT TRACK/TT
AMA/D-14 TT Qualifier. Moreland's MX Park, Stanton. Info 517/235-4105.
MICHIGAN MOTOCROSS
MRA. Log Road TNT, Coldwater. Info 517/522-4380.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
MISSISSIPPI ENDURO
SERA Enduro Series. 13th Annual Turkey Creek Enduro Club, Gatesville. Info 504/748-8693.
MISSOURI HARE SCRAMBLES
MO H.S. Series. Coffee Creek Dirt Riders, Canton. Info 314/769-2794.
NEW HAMPSHIRE TURKEY RUN
NETRA C'ship Series. Ammonoosuc River, Shiftwater. Info 203/875-5757.
NEW YORK SPEEDWAY
Champion Speedway, Owego. Info 607/723-2387.
NEW YORK MILE
• AMA/Camel Pro Nat'l Dirt Track Series. New York State Fairgrounds, Syracuse. Info 503/269-2474.
NEW YORK MOTOCROSS
WNYSC Series. Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NORTH CAROLINA MOTOCROSS
Yamaha Summer Series/Blue Ridge Yamaha. Brasstown. Info 704/837-8916.
NORTH CAROLINA MOTOCROSS
NAME Fall Series. Montrose MX, Raeford. Info 919/875-3805.
OHIO MOTOCROSS
CRA. Amherst Mmeadowlarks, Amherst. Info 216/988-9100.
OHIO HARE SCRAMBLE
CRA. Moto Sport Park, Milport. Info 216/823-9069.
OHIO HARE SCRAMBLES
Race 'em Chase 'em Promotions. Mathias Raceway, New Philadelphia. Info 216/833-8640.
OHIO MOTOCROSS
• AMA/D-11. Holeshot Hills MX Park, Cincinnati. Info 513/738-0307.
OHIO MOTOCROSS
• AMA. Morristown Raceway Park, Morristown. Info 614/782-1015 or 304/281-RACE.
OHIO MOTOCROSS
Sunset Ramblers MC, Galion. Info 419/468-7228 or 756-8601.
OKLAHOMA CROSS COUNTRY
OCCRA Series. Tulsa. Info 405/632-3370.
OREGON SUPERCROSS
MXNW Series. Tillamook SX, Tillamook. Info 503/842-7419.
OREGON MOTOCROSS
MXNW Series. Eugene MX, Eugene. Info 503/686-0661..
OREGON MOTOCROSS
MXNW Series. Mt. View Raceway, Sandy. Info 503/668-9409.
PENNSYLVANIA ENDURO
AMA/ECEA/D-6. Moonshine Enduro. Valley Forge Trail Riders, Downington. Info 215/873-7584.
PENNSYLVANIA POKER RUN
AMA/D-6. Turnpike Ramblers, Carlisle. Info 717/249-8849.
PENNSYLVANIA POKER RUN
AMA/D-6. Garden Spot MC, Reamstown. Info 215/287-5451.
PENNSYLVANIA TRIALS
Mid-Atlantic Vintage Trials Series. CVTG. New Garden. Info 215/486-6846.
SOUTH CAROLINA ENDURO
SETRA C'ship Series. Long Cane Enduro, Willington. Info 803/223-4093 or 459-2413.
SOUTH CAROLINA MOTOCROSS
Hell Hole Creek MX Park, Leesville. Info 803/532-5778.
TENNESSEE MOTOCROSS
AMA. Boyd's Creek MX, Sevierville. Info 615/453-8947 or 453-3995.
TEXAS ENDURO
AMA/TSCEC/SEC/The Trailblazers. Jimmy Jack Enduro, Crowley. Info 817/297-9646 or 831-4155.
TEXAS MOTOCROSS
• Mike Kidd's Boyd Raceway, Boyd. Info 817/433-5587.
TEXAS CROSS COUNTRY
TCCRA. Swan MX, Tyler. Info 214/790-1221 or 259-2479.
TEXAS HARE SCRAMBLES
South Texas HS Series. High Grove. 1-800-292-0132.
VIRGINIA MOTOCROSS
AMA. Pro Sport MX. Wytheville. Info 703/228-3118.
VIRGINIA MOTOCROSS
AMA/D-13/T & M Racing. SME Raceway, Dillwyn. Info 919/473-5407.
WASHINGTON MOTOCROSS
Squisher Racing. Horn Rapids ORV, Richland. Info 509/837-3595.
WEST VIRGINIA CROSS COUNTRY
AMA/Wiseco Yamaha/Yokohama Series. River Days GNCC, Birch River. Info 304/594-1157.
WISCONSIN SHORT TRACK/ MOTOCROSS
AMA/D-16. Aztalan Cycle Clubgrounds, Lake Mills. Info 414/786-4420.

## September 12

CALIFORNIA SPEEDWAY
• AMA. Glen helen OHV Park, San Bernardino. Info 714/880-1733.

## September 13

OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

## September 14

CALIFORNIA SPEEDWAY
• Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA STADIUM MX
• CMC. MotoBowl, Sacramento Raceway, Sacramento. Info 916/363-2653 or 363-2645.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA STADIUM MX
Cycleland Speedway, Chico. Info 916/342-0063.
DELAWARE SHORT TRACK/ SUPERCROSS
• Seaford Speedway, Seaford. Info 302/629-6535 or 335-4386.
NORTH CAROLINA MOTOCROSS
• AMA. Wilkes County MX Park, Lenoir. Info 704/758-4342.
TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
TEXAS MOTOCROSS
• Mosier Valley MX park, Euless. Info 817/540-0815.

## September 14-16

OHIO DRAGS
• IDBA Nat'l C'ship Series. Fall Nat'ls. Norwalk Raceway Park, Norwalk. Info 205/849-7886.

## September 15

ALABAMA MOTOCROSS
• Warrior MX, Warrior. Info 205/841-7224 or 669-4572.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
ARIZONA MOTOCROSS
• CMC. Yuma Raceway, Yuma. Info 602/726-1446.
CALIFORNIA SAND DRAGS
• USA Sand Drags. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA SHORT TRACK
• R & D Enterprises. Mid-State Fairgrounds, Paso Robles. Info 408/449-7367.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA SUPERCROSS
• AMA/D-36/ARA/CA State SX C'ship Series. Altamont Racing Assn., Tracy. Info 415/447-4610.
CALIFORNIA SHORT TRACK
Dirt Sports Promotions. Carlsbad Raceway, Carlsbad. Info 619/489-5823.
CALIFORNIA MOTOCROSS
• GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA MOTOCROSS
• GFI North Fall Series. Huron Cycle Park, Huron. Info 209/673-8080.

On **Saturday, September 29, 1990**, the **San Diego Antique Motorcycle Club** will stage its **19th Annual Concours D'Elegance** for classic and antique motorcycles. This year's event will be the largest ever, and will take place on the infield of the world famous Del Mar Race Track.

Set against the spectacular backdrop of the Pacific Ocean, the Concours will include classes for bikes from pre-1920, 1920's, 1930's, 1940's, 1950's and 1960's. The categories will be American, European and sidecar, with awards in each class for restored and unrestored.

The theme of this year's show is **"A Salute to Harley Davidson."** On display will be Harleys from many eras of the company's history, along with special concept bikes from the country's top stylists.

Also scheduled for Saturday are afternoon field activities and a vintage parts exchange, with a scenic road tour on Sunday.

A four-color brochure with complete details and an entry form is available. For more information call show chairperson Theresa Worsch at 619/753-0105 or 619/755-3424.

For a 36″×26″ full color 1991 Calendar Show Poster send a $14.00 check or money order payable to: San Diego Antique Motorcycle Club, 3128 Dove St., San Diego, CA 92103.

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Sun. Sept. 23 MX LA County Raceway
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CRC Info 805-272-8889

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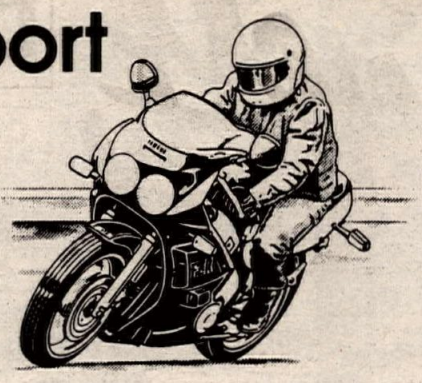

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# CALENDAR

FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/ SAND DRAGS
• Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA SUPERCROSS
• Southern Supercross, Tunnel Hill. Info 404/397-2937.
GEORGIA SUPERCROSS
• Riverside Supercross, Calhoun. Info 404/928-3053 or 629-4450.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630 or 994-9494.
INDIANA MOTOCROSS
Warrick Co. MX & Cycle Works, Boonville. Info 812/897-3800.
INDIANA MOTOCROSS
D-12 & 15/Read's Unlimited, Inc. Trojan Speedway, N. Webster. Info 219/594-2974 or 594-2649.
MEXICO GRAND PRIX
Baja Promotions. Gran Prix de Baja Series. Ensenada. Info 818/340-5750.
MINNESOTA SHORT TRACK
DTRA Series. Isanti County Fairgrounds, Cambridge. Info 612/560-0062 or 571-9965.
NEW YORK SHORT TRACK
AMA/VDTRA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/729-5395.
NORTH CAROLINA MOTOCROSS
Silver Creek MX, Morganton. Info 704/584-2808.
OHIO MOTOCROSS
CRA. Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
OHIO SPEEDWAY
Bear Creek Speedway, south of Canton. Info 216/837-5694.
OHIO SHORT TRACK/TT
• All Pro Night. Deerfield Speedway, Deerfield. Info 216/584-8668.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/670-3451.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSEE MOTOCROSS
I-40 MX Race Park, Lenoir City. Info 615/691-7531 or 986-1617.
TEXAS SHORT TRACK/TT
• Mike Kidd's Boyd Raceway, Boyd. Info 817/433-5587.

## September 15-16

CALIFORNIA MOTOCROSS
• Trans'Cal Finale. Marysville MX, Marysville. Info 714/261-6116.
CALIFORNIA ROAD RACE
ARRA C'ship Series. Willow Springs Int'l Raceway, Willow Springs. Info 805/966-5700.
COLORADO ROAD RACE
MRA. Steamboat Springs. Info 303/789-2429.
COLORADO DESERT RACE
USRA Series. Little Snake. Info 801/561-8849 or 756-9723.
INDIANA DRAGS
• AMRA All Harley Drag Race Series. Indiana ABATE All Harley Nat'l. Bunker Hill Dragstrip, Kokomo. Info 219/272-5555.
INDIANA DUAL SPORT
AMA/Stoney Lonesome MC. 2nd Annual Buffalo 500 Dual Sport Ride. Brown County. Info 812/339-0199 or 317/842-4927.
INDIANA HILLCLIMB
AMA/Hoosier Hillclimbers. Metamora. Info 317/882-1691.
MICHIGN HALF MILE/ TT SCRAMBLES
AMA. State C'ships. I-96 Speedway, Lake Odessa. Info 616/642-6500.
MICHIGAN MOTOCROSS
MRA. Baja Acres,Millington. Info 517/871-3356.
OKLAHOMA YSR50 RACE
Moto Liberty. YSR50 Gold Cup Series. McArthur Park, Oklahoma City. Info 214/242-6440.
WEST VIRGINIA ROAD RACE
AMA. Summit Point Raceway, Summit Point. Info 304/725-8444.

## September 16

ARIZONA MOTOCROSS
Kingman Off Road Competition Club. KORCC Motorsport Park, Kingman. Info 602/757-2480.
ARKANSAS ENDURO
Black-Jack Enduro Circuit. Little Rock. Info 405/340-7478.
CALIFORNIA MILE
• AMA/Camel Pro Nat'l Dirt Track Series. Santa Clara Fairgrounds, San Jose. Info 408/438-3210.
CALIFORNIA MOTOCROSS
• DeAnza Cycle Park, Moreno Valley. Info 714/242-5840.
CALIFORNIA MOTOCROSS
• CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA ENDURO
D-37/United Enduro Assn. Lucerne. Info 213/633-3369.
CALIFORNIA MOTOCROSS
SRA. Carlsbad Raceway, Carlsbad. Info 714/957-2985.
CALIFORNIA TRIALS
ATA Series, #7. Plonkers Trials Club, Cactus Flats, Big Bear City. Info 213/259-6631.
CALIFORNIA MOTOCROSS
• GFI South Fall Series. Perris Raceway, Perris. Info 714/788-5853.
COLORADO HARE & HOUND
AMA Nat'l C'ship H & H Series/ USRA/Buzzards MC. Little Snake MC, Sand Wash Basin, Craig. Info 303/824-2106.
COLORADO MOTOCROSS
• Sports Riders Assn. of CO. Pueblo Motorsports, Pueblo. Info 303/988-7722.
DELAWARE MOTOCROSS
• AMA/First State Racing. DE State Fairgrounds, Harrington. Info 302/697-3222.
IDAHO MOTOCROSS
Idaho Centennial Race Series. Fossil Bowl, Clarkia. Info 208/245-3608.
IDAHO SHORT TRACK
AMA. Triber's Stateline Speedway, Stateline. Info 509/226-0656 or 927-1163.
INDIANA MOTOCROSS
Haspin Acres, Laurel. Info 513/772-2803 or 661-8954.
KANSAS HARE SCRAMBLES
KORR C'ship Series. Rose Hill. Info 316/945-8221.
KENTUCKY MOTOCROSS
Rough Country MX, Henderson. Info 502/521-7884 or 812/897-3800.
KENTUCKY MOTOCROSS
Pendleton Co. MC Rec. Park, Gardnersville. Info 606/472-3442.
KENTUCKY MOTOCROSS
US 60 Raceway MX, Hardinsburg. Info 502/935-7674 or 2257-2430.
MASSACHUSETTS TURKEY RUN
NETRA C'ship Series. Jeff's Turkey Run, New Boston. Info 203/875-5757.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Middleboro. Info 413/772-0685.
MINNESOTA MOTOCROSS
• AMA/D-23. Midway Rec. Park, Kellogg. Info 507/534-2841.
NEBRASKA MOTOCROSS
• Cornhusker MX Circuit. Orleans. Info 308/652-2797.
NEW YORK HARE SCRAMBLES
NETRA C'ship Series. Skiparee HS. N. Petersburg. Info 203/875-5757.
NEW YORK SPEEDWAY
Champion Speedway, Owego. Info 607/723-2387.
NEW YORK MOTOCROSS
WNYSC Series. Hunt Moto Park, Hunt. Info 716/476-2697.
NEW YORK SHORT TRACK
AMA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/729-5395.
NEW YORK HARE SCRAMBLES
NY State HS Series. Ithaca Dirt Riders, Speedsville. Info 607/657-8183.
NEW YORK MOTOCROSS
D-3. Royal Mountain Ski Area, Caroga Lake. Info 518/835-6445.
NORTH CAROLNA MOTOCROSS
AMA/D-29/Carolina Fall Series. Devil's Ridge MX, Sanford. Info 919/776-2412.
NORTH CAROLINA MOTOCROSS
Brasstown Fever MX, Brasstown. Info 704/837-8916.
OHIO MOTOCROSS
CRA. Moto Sport Trail, Milport. Info 216/823-9069.
OHIO HARE SCRAMBLE
CRA. Team HS. Western Reserve MC, Salem. Info 216/337-8077.
OHIO CROSS COUNTRY
AMA/Wiseco/Yamaha/Yokohama GNCC Series. Buckeye GNCC. Waterford. Info 304/594-1157 or 614/989-5519.
OKLAHOMA MOTOCROSS
• Interstate MX Park, Oklahoma City. Info 405/732-2667 or 737-0752.
PENNSYLVANIA ENDURO
ECEA C'ship Series. Michaux Enduro. South Penn Enduro Riders. Shippensburg. Info 717/245-0353.
PENNSYLVANIA MOTOCROSS
AMA/D-5/State C'ship. Steel City Raceway, Delmont. Info 304/594-1157.
PENNSYLVANIA HILLCLIMB
AMA Nat'l C'ship Series. Bushkill Valley MC, Freemansburg. Info 614/891-2425.
PENNSYLVANIA MOTOCROSS
AMA/D-6. Evansville Off Road Riders, Evansville. Info 717/759-2841.
PENNSYLVANIA MOTOCROSS
AMA/D-6. Hideaway MX, Shippensburg. Info 717/423-6653.
PENNSYLVANIA SCRAMBLES
AMA/D-6. E. PA Piston-Poppers, Thorndale. Info 215/269-3661.
PENNSYLVANIA HARE SCRAMBLES
AMA/D-6. Back Mountain Enduro Riders, Dallas/Plymouth. Info 717/675-0371 or 675-1814.
PENNSYLVANIA POKER RUN
AMA/D-6. Springfield Indian of America, New Cumberland. Info 717/774-2549.
PENNSYLVANIA POKER RUN
AMA/D-6. Reading MC, Reading. Info 215/987-6422.
SOUTH CAROLINA HARE SCRAMBLES
SETRA C'ship Series. Calhoun River Riders, Abbeville. Info 803/459-5306.
SOUTH DAKOTA MOTOCROSS
Yankton Scramblers, Yankton. Info 605/665-9535.
TENNESSEE MOTOCROSS
• Fall Classic. Muddy Creek Raceway, Blountville. Info 615/323-5497.
TEXAS HARE SCRAMBLE
AMA/AMSA/South Texas HS Series. High Grove. Info 512/892-5026.
VIRGINIA HARE SCRAMBLES
VCHSS. Stoney Broke, Middlebrook/Waynesboro. Info 703/886-3717 or 943-1526.
WASHINGTON MOTOCROSS
MXNW Series. Washougal MX, Washougal. Info 503/673-1671.
WASHINGTON MOTOCROSS
NMA Gold Cup Nat'ls. Coeur d'Alene. Info 208/773-2956 or 667-8515.
WASHINGTON MOTOCROSS
Squisher Racing. Horn Rapids ORV, Richland. Info 509/887-3595.
WEST VIRGINIA MOTOCROSS
C & M Productions. Go-Mart Outlaw State C'ship Series. Birch River Raceway, Birch River. Info 304/872-2382 or 872-4242.

## September 19

COLORADO HILLCLIMB
CMTRA. Colorado Springs. Info 719/630-1758.

## September 20

OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

## September 21

CALIFORNIA SPEEDWAY
• Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA STADIUM MX
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA MOTOCROSS
• CRC. LA. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA STADIUM MX
• CMC. MotoBowl, Sacramento Raceway Park, Sacramento. Info 916/363-2653 or 363-2645.
DELAWARE SHORT TRACK/ SUPERCROSS
• Seaford Speedway, Seaford. Info 302/629-6535 or 335-4386.
NORTH CAROLINA MOTOCROSS
• AMA. Wilkes County MX Park, Lenoir. Info 704/758-4342.
TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

## September 21-23

CALIFORNIA OFF ROAD
CORVA Southern Jamboree. Hungrey Valley SVRA, Quail Canyon area. Info 1-800-237-5436.
CANADA TOUR
AMA/CMA/Tank Bag Atlas. Lake Superior Iron Butt. Wawa, Ontario. Info 705/856-1080.

## September 22

ALABAMA MOTOCROSS
• Warrior MX, Warrior. Info 205/841-7224 or 669-4572.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/447-5389 or 447-6848.
CALIFORNIA SPEEDWAY
• AMA Speedway C'ship. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA MOTOCROSS
• GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA SHORT TRACK
• R & D Enterprises. Mid State Fairgrounds, Paso Robles. 408/449-7367.
CANADA SUPERCROSS
• CMA. Canadian SX Series. Olympic Stadium, Montreal, Quebec. Info 416/363-9035.
DELAWARE SHORT TRACK
AMA/D-7. Seaford Speedway, Seaford. Info 302/629-6535 or 335-4386.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630 or 994-9494.
GEORGIA SUPERCROSS
• Riverside Supercross, Calhoun. Info 404/928-3053 or 629-4450.
GEORGIA SUPERCROSS
• Southern Supercross, Tunnel Hill. Info 404/397-2937.
ILLINOIS MOTOCROSS/ TT SCRAMBLES
AMA. Belleville Enduro Team, Belleville. Info 618/277-DIRT or 314/771-2531.
INDIANA HARE SCRAMBLES
AMA/D-15. Red Fox TNT, Lynnville. Info 812/985-9459.
INDIANA MOTOCROSS
D-12 & 15/Read's Racing Unlimited, Inc. Trojan Speedway, N. Webter. Info 219/594-2974 or 594-2649.
KANSAS SHORT TRACK
KORR C'ship Series. Wichita. Info 316/945-8221.

MISSOURI MOTOCROSS
Sprout Patch Competition, Inc. The Sprout Patch, Biillings. Info 417/744-2593.
NEVADA MOTOCROSS
Las Vegas Int'l Raceway, Las Vegas/Henderson. Info 702/365-1080.
OHIO MOTOCROSS
CRA. Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
OHIO SPEEDWAY
Bear Creek Speedway, south of Canton. Info 216/837-5694.
OHIO SHORT TRACK/TT
Race 'em Chase 'em Promotions. Mathias Raceway, New Philadelphia. Info 216/833-8640.
OHIO MOTOCROSS
AMA/D-12 & 14/Glass City MC. Delta Motor Sports Park, Delta. Info 419/666-8413.
OHIO MOTOCROSS
• AMA/D-11. Dirt Country MX Park, Blanchester. Info 513/625-9987 or 791-8970.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSEE MOTOCROSS
I-40 MX Race Park, Lenoir City. Info 615/691-7531 or 986-1617.
TEXAS SHORT TRACK/TT
• Mike Kidd's Boyd Raceway, Boyd. Info 817/433-5587.

## September 22-23

CALIFORNIA ROAD RACE
WERA Nat'l Endurance & Pro Series. Willow Springs Int'l Raceway, Rosamond. Info 803/681-9372.
FLORIDA ROAD RACE
AMA/CCS Regional C'ship Series. Moroso Motorsport Park, W. Palm Beach. Info 407/793-3394 or 622-1400.
ILLINOIS TRIALS
• AMA/NATC Nat'l C'ship Observed Trials. Cahokia Creek Dirt Riders. White City. Info 614/891-2425.
MICHIGAN MOTOCROSS
AMA/D-14. Moreland's MX Park, Stanton. Info 517/235-4105.
NEW YORK MOTOCROSS
AMA/NY State MX C'ships. Broome-Tioga Sports Center, Binghamton. Info 607/648-4997.
OREGON ROAD RACE
OMRRA Series. NW Vintage Triple Crown/Sprints. Portland Int'l Raceway, Portland. Info 503/221-1487.
OREGON MOTOCROSS
MXNW Series. Albany MX, Albany. Info 503/928-4474.

## September 23

ALABAMA ENDURO
SETRA C'ship Series/SERA Series/Birmingham Trails & Trials Club. Bama Bark Buster Enduro. Jemison. Info 912/882-6483 or 504/748-8693.
CALIFORNIA MOTOCROSS
• GFI South Fall Series, #4. Glen Helen OHV Park, San Bernardino. Info 714/788-5853.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA STADIUMCROSS
• DRC. DeAnza Cycle Park, Moreno Valley. Info 714/242-5840.
COLORADO ROAD RACE
MRA. Second Creek. Info 303/789-2429.
COLORADO MOTOCROSS
• Sports Riders Assn. of CO/Thunder Valley Promotions. Lakewood. Info 303/988-7722.
CONNECTICUT MOTOCROSS
NESC C'ship Series. Central Village. Info 413/772-0685.
FLORIDA SHORT TRACK
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
AMA/WorldSports. Gold Cup Race. MX of Marion County, Reddick. Info 904/591-2050 or 591-2377.
GEORGIA MOTOCROSS
Rough Riders MX, Rome. Info 404/295-1901 or 234-7561.
GEORGIA MOTOCROSS
AMA/Wings & Wheels. Bremen MX, Bremen. Info 404/941-8464 or 920-1033.
IDAHO MOTOCROSS
ID Centennial MX Series. Fossil Bowl, Clarkia. Info 208/245-3608.
INDIANA HARE SCRAMBLES
AMA Nat'l C'ship Series/IN/IL/KY Enduro Riders. Black Coal Nat'l. Lynnville. Info 812/423-2710.
KANSAS HARE SCRAMBLES
KORR C'ship 2-Man HS Series. Wichita. Info 316/945-8221.
MARYLAND MOTOCROSS
AMA/D-7 & 13. Budds Creek MX, Budds Creek. Info 301/475-2000.
MASSACHUSETTS ENDURO
NETRA C'ship Series. Mohawk Enduro. Adams. Info 203/875-5757.
MICHIGAN MOTOCROSS
MRA. Log Road TNT, Coldwater. Info 517/522-4380.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
NEBRASKA MOTOCROSS
Cornhusker MX Circuit. Lincoln County Fairgrounds, North Platte. Info 308/532-6660.
NEVADA MOTOCROSS
• GFI North Fall Series, #4/NV Old Timers MX Assn. Fernley MX Park, Fernley. Info 702/358-1798.
NEW HAMPSHIRE TURKEY RUN
NETRA C'ship Series. Vintage Iron-Pre75, Allenstown. Info 203/875-5757.
NEW JERSEY MOTOCROSS
• AMA. Raceway Park, Englishtown. Info 201/446-6331.
NEW YORK SPEEDWAY
Champion Speedway, Owego. Info 607/723-2387.
NEW YORK SHORT TRACK
AMA. Electric City Riders MC, Schenectady. Info 518/399-4270 or 374-7979.
NORTH CAROLINA HARE SCRAMBLE
Smoky Mountain Inc. Brasstown. Info 704/837-8916.
NORTH CAROLINA MOTOCROSS
NAME Fall Series. Rolling Hills Cycle Park, Reidsville. Info 919/342-4492.
OHIO MOTOCROSS
CRA. Ohio Int'l Raceway, Ravenna. Info 216/369-5993.
OHIO HARE SCRAMBLE
CRA. Team HS. Malvern MX Park, Malvern. Info 216/669-3504.
OHIO MOTOCROSS
• AMA/D-11. Season Finale. Kenworthy's GP Club, Troy. Info 513/335-4763.
OKLAHOMA CROSS COUNTRY
OCCRA Series. Lake Elgin, Lawton. Info 405/632-3370.
OREGON MOTOCROSS
MXNW Series. Clarks Branch MX, Roseburg. Info 503/673-1671.
PENNSYLVANIA HARE SCRAMBLES/MOTOCROSS
AMA/D-5/Racer Productions. D-5 State C'ship MX. High Point Raceway, Mt. Morris. Info 304/594-1157.
PENNSYLVANIA MOTOCROSS
AMA/D-6 & 7. Happy Rambler MC, Bonneville. Info 717/633-7708.
PENNSYLVANIA POKER RUN
AMA/D-6.. Schuylkill County MC, Schuylkill Haven. Info 717/385-1460.
PENNSYLVANIA POKER RUN
AMA/D-6. Thunderbird MC, Silver Spring. Info 717/898-0871.
PENNSYLVANIA POKER RUN
AMA/D-6. Delaware Valley BMW Riders, Danboro. Info 215/348-4136.
PENNSYLVANIA HILLCLIMB
AMA/D-6. Keystone Sportsmen MC, Honesdale. Info 717/729-7458.
PENNSYLVANIA DRAGS
AMA/D-6. Zinc City MC, Kresgeville. Info 215/681-4736.
PENNSYLVANIA HARE SCRAMBLES
AMA/D-6. Pagoda MC, Birdsboro. Info 215/582-3717.
TENNESSEE MOTOCROSS
AMA. Boyd's Creek MX, Sevierville. Info 615/453-8947 or 453-3995.
TEXAS ENDURO
TX State C'ship Series/Sabine Enduro Circuit/Trail Riders of Houston. Caney Creek Enduro, New Waverly. Info 409/722-7926 or 817/540-0094.
TEXAS CROSS COUNTRY
TCCRA. Whitney. Info 214/790-1221 or 259-2479.
VIRGINIA MOTOCROSS
AMA/D-13/T & M Racing. SME Raceway, Dillwyn. Info 919/473-5407.
WASHINGTON MOTOCROSS
Squisher Racing. Horn Rapids ORV, Richland. Info 509/837-3595.
WASHINGTON ENDURO
NMA Series. Skagit Webfoot Enduro, Mt. Vernon. Info 206/943-1559.

## September 27

OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

## September 28

CALIFORNIA STADIUM MX
• CMC. MotoBowl. Sacramento raceway Park, Sacramento. Info 916/363-2653 or 363-2645.
CALIFORNIA SPEEDWAY
• International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA STADIUM MX
Cycleland Speedway, Chico. Info 916/342-0063.
DELAWARE SHORT TRACK/SUPERCROSS
• Seaford Speedway, Seaford. Info 302/629-6535 or 335-4386.
NORTH CAROLINA MOTOCROSS
• AMA. Wilkes County MX Park, Lenoir. Info 704/758-3242.
TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

## September 28-30

CALIFORNIA RALLY
Mammoth Mountain Inn Rally. Concours Owners Group. Mammoth Lakes. Info 818/441-6701.

## September 29

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
ARIZONA MOTOCROSS
• CMC. Phoenix Raceway, Phoenix. Info 602/944-2639.
CALIFORNIA HALF MILE
• AMA/Camel Pro Nat'l Dirt Track Series. Agajanian Enterprises. Ascot Park, Gardena. Info 213/321-5323.
CALIFORNIA RALLY
San Diego Antique MC. Show/Field Meet/Road Ride/Swap Meet. Del Mar Rac Track infield, Del Mar. Info 619/753--1-5 or 755-3424.
CALIFORNIA DESERT RACE
AMA/Fudpucker Racing Team. Superstition C'ship Series Plaster City Blast IV. Plast City East, El Centro. Info 619/427-5759.

# FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone number (with area code) ( ) _____

Your name: _____


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|---|---|
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| SC 110/90 X 18 | AC 110/90 X 18 |
| SC 120/90 X 18 | AC 120/90 X 18 |
| *SC 120/80 X 19 | *AC 120/80 X 19 |
| *SC 130/80 X 19 | *AC 130/80 X 19 |

*Available August 1990

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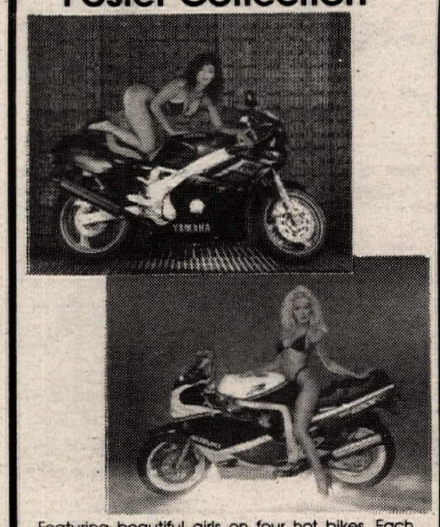

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# RESULTS

**Motocross**
**Carlsbad Raceway**
**Carlsbad, CA**
**Aug. 18**
**By Robert Failing**

| | |
|---|---|
| 80 BEG | |
| Joshua Amaradio | Hon |
| Manny Arias | Yam |
| John Richardson | Kaw |
| 125 BEG | |
| Bret Milan | Hon |
| Charles Simpson | Yam |
| Robert Harrison | Suz |
| Adam Fetterly | Kaw |
| Scott Phillips | Kaw |
| 250 BEG | |
| Russell McSpedden | Kaw |
| Chris Berry | Yam |
| Dustin Northrip | Suz |
| John Tookey | Kaw |
| Mark Van Zuyen | Yam |
| 500 BEG | |
| Marc Schnoebelen | Hon |
| Tom Frazier | Hon |
| Derek Del Duca | Kaw |
| 25-29 BEG | |
| Russell McSpedden | Kaw |
| Chuck McBarber | Kaw |
| VET BEG | |
| John Tookey | Kaw |
| Bruce Forinash | Yam |
| Ed Holmes | Suz |
| John Owen | Suz |
| Jeff Dixon | Hon |
| OT BEG | |
| Charley Buck | Hon |
| Bob Turner | Suz |
| 80 JR | |
| John Bujdoso | Kaw |
| 125 JR | |
| Michael Napoli | Hon |
| Kevin Karpiak | Kaw |
| Robert Praytherr | Yam |
| Randy Alexander | Suz |
| Milano Schaeffer | Hon |
| 250 JR | |
| Grant Steele | Suz |
| Greg Burchell | Hon |
| Chris Micklos | Kaw |
| Chris Hughey | Hon |
| Nick Katsandris | KTM |
| 500 JR | |
| Jon Neill | Hon |
| Todd Freistat | Hon |
| John Taylor | Hon |
| Rick Lundgren | Hon |
| Nick Costello | Hon |
| 25-29 JR | |
| Scott Highland | Suz |
| Don Rice | Hon |
| Kenny Safford | Kaw |
| VET JR | |
| Ray Pisarski | Hon |
| Jim Hale | Suz |
| Joseph Gonzalez | Mai |
| Doug Schweizer | Hon |
| Bob Lloyd | Kaw |
| OT JR | |
| Chuck Caston | Hon |
| Mike Stell | KTM |
| Robert Berdyck | Yam |
| BOMBER | |
| Robert Failing | Yam |
| 125 INT | |
| Tim Enoch | Yam |
| 250 INT | |
| Ulf Johansson | Hon |
| Mike Ulrich | Hon |
| Mark Woodward | Hon |
| 500 INT | |
| Robert Failing | Hon |
| Tim Harris | YAm |
| VET INT | |
| Rick Richards | Kaw |
| Daniel Davalos | Hon |
| Don Pastell | Hon |
| Jim Beaty | Hon |
| OT INT | |
| Bill Malone | Hon |
| Bob Richards | Yam |
| Clive Cheffins | Kaw |
| Dennis David | Kaw |
| VET EX | |
| Robert Failing | Hon |
| Craig Breihan | KTM |
| OT EX | |
| Alan Olson | Yam |
| Benyt Johansson | Hon |
| George Kohler | Hon |
| Jody Weisel | Hon |
| John Knight | Kaw |
| 125 PRO | |
| Tony Amaradio | Yam |
| 250 PRO | |
| Kurt Henricksen | Kaw |
| Jake Trist | Kaw |
| 500 PRO | |
| Jim Chamberlain | Kaw |
| Paul Krause | ATK |
| VET PRO | |
| Michael Tripes | Kaw |
| Vincent Deluca | Hon |
| John Merrihew | Hon |
| Willie Amaradio | Yam |
| Marc Crosby | Yam |

**Motocross**
**Coos Bay Int'l Spdwy**
**Coos Bay, OR**
**Aug. 24**

| | |
|---|---|
| P/W | |
| Ryan VanHoof | Yam |
| 80 | |
| Jason Lemmer | Kaw |
| Jim Yost | Kaw |
| Chad Eckley | Kaw |
| 100 | |
| Joey Mason | Hon |
| 125 | |
| Trent Mueller | Kaw |
| Bernard Robinson | Suz |
| John Achen | Kaw |
| 250 | |
| Thomas Boyd | Hon |
| Wayne Smith | Kaw |
| Bobby Roach | Kaw |
| EX OPEN | |
| Jeff Dailey | Hon |
| Kevin Yeager | Yam |
| James Miller | Hon |

**Motocross**
**NESC**
**C. Village, CT**
**Aug. 19**

| | |
|---|---|
| 125 EX | |
| Doug Henry | Yam |
| Carlo Coen | Suz |
| Bill Dzielak | Hon |
| John Dowd | Kaw |
| Pat Barton | Suz |
| 200+ EX | |
| Doug Henry | Yam |
| John Dowd | Kaw |
| Carlo Coen | Suz |
| Mike Treadwell | Kaw |
| David Antonucci | Hon |
| 125 AM | |
| Jason Fowler | Kaw |
| Doug Conrad | Kaw |
| Brian Austin | Suz |
| John Barone Jr. | Hon |
| Dan Boone Jr. | Kaw |
| 200+ AM | |
| Tom Dowd | Yam |
| David Vallee | Kaw |
| Jeff Ferriera | Hon |
| Scott MacKenzie | KTM |
| J.B. Hopkins | Suz |
| OPEN AM | |
| Keith Goyette | Yam |
| Charles Randall | Suz |
| Dean Onners | Suz |
| Jon Stark | Kaw |
| John Derocher | Kaw |
| 85 BEG | |
| Gary Collette | Suz |
| Richard Rogers | Yam |
| Adrian Colon | Kaw |
| Jason Boron | Yam |
| John Silvia | Kaw |
| 85 JR | |
| Chris Fiandaca | Suz |
| David Souza | Kaw |
| Clint Rooney | Hon |
| Matt Bishop | Kaw |
| Joe Russo Jr. | Hon |
| 85 SR | |
| Adam Dupont | Suz |
| Larry Lashway | Kaw |
| Ed Lyons | Suz |
| 125 YTH BEG | |
| Chris Harris | Suz |
| Darren Schwartz | Kaw |
| Tom Giles | Suz |
| Marcus Moir | Yam |
| John Dube | KTM |
| 125 YTH JR | |
| Glen Labbe | Kaw |
| Al Ramella | Yam |
| Austin Squires | Yam |
| Ted Serpa | Kaw |
| Kevin Harrington | Suz |
| 125 YTH SR | |
| Doug Conrad | Kaw |
| Jason Fowler | Kaw |
| Ron Tipple | Hon |
| Dan Boone Jr. | Kaw |
| Adam Dupont | Suz |
| VET 30-34 | |
| Jim Meenan | Suz |
| David Clemence | Hon |
| Craig Seekins | Suz |
| Richard Crooker | KTM |
| Dan MacNeil | Hon |
| SR VET 35-39 | |
| David Clemence | Hon |
| Ron Vincent | Yam |
| Lou Colon | Yam |
| Jim Satryb | Suz |
| Gary Mikalson | Yam |
| 40+ VET | |
| Lou Colon | Yam |
| John Barone Sr. | Hon |
| Frank Lajeunese | KTM |
| Al Verraneault | Kaw |
| Don Lachapelle | Yam |
| VET INT | |
| Norm Hebert | Kaw |
| Jim Pare | Hon |
| Mike Walsh | Kaw |
| Chris Knuth | Hon |
| Bill Borges | Hon |
| OPEN NOV | |
| Rich Sevigney | Hon |
| Rich Frank | Hon |
| Ken Jasudowich | Yam |
| David Puffer | Suz |
| 125 NOV | |
| Dan Quellette | Hon |
| Marty Gaffney | Suz |
| Ken Cloutier | Kaw |
| Steve Berube | Hon |
| Brett Melville | Hon |
| 250 NOV | |
| Jon Costanzo | Suz |
| Rich Frank | Hon |
| Joe Dube | Yam |
| Rich Sevigney | Hon |
| Anthony Stack | Yam |

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### Yokohama
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### Mechanic Wanted
Journeyman Mechanics needed. Excellent opportunity. YAMAHA COUNTRY, 776 N. 13th St., San Jose, CA 95112. (408) 287-2946. (233/TFN)

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### Honda Motorcycle Tech
Immediate opening for experienced only. Honda Yamaha dealership in Hemet, CA. Call Fred, (714) 925-2607. CA. (f235-36)

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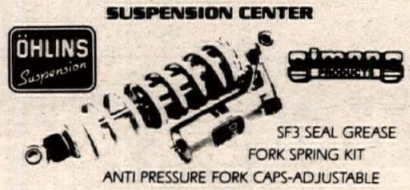
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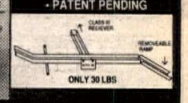


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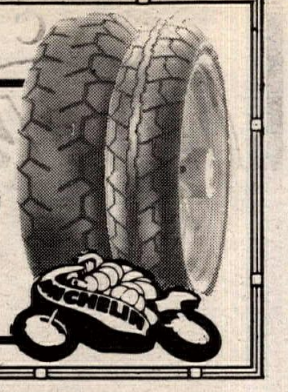


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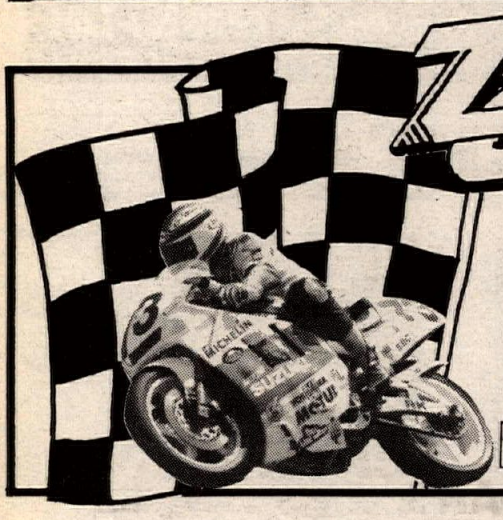

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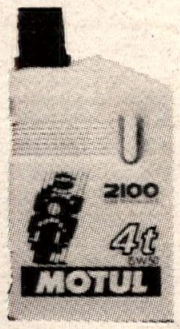

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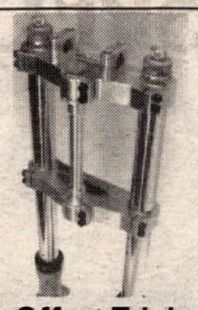

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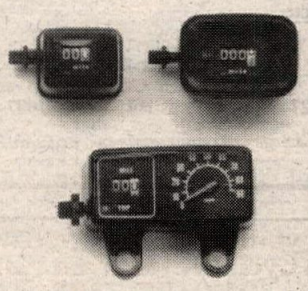

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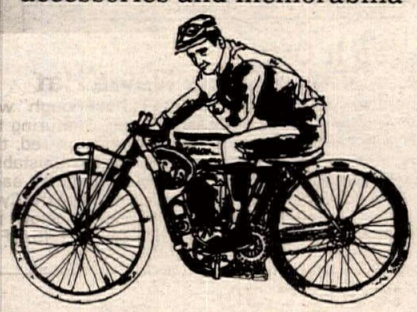

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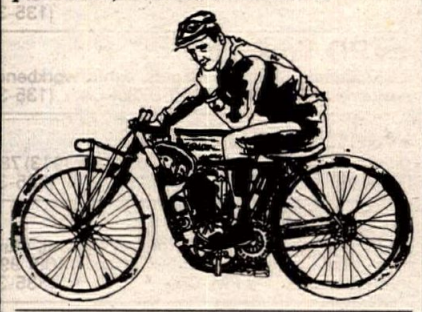

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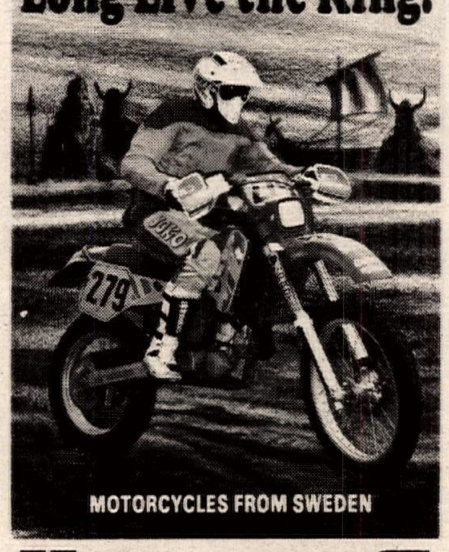


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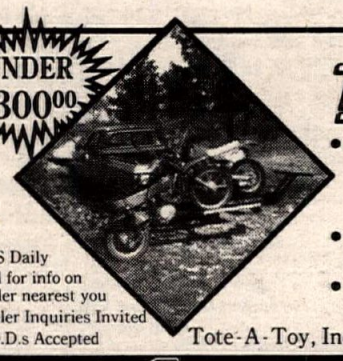

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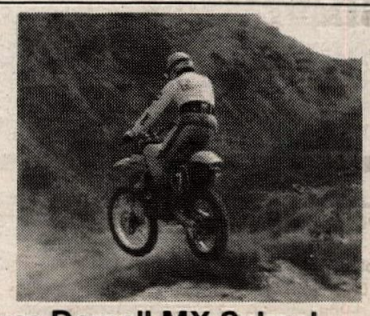

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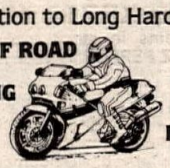

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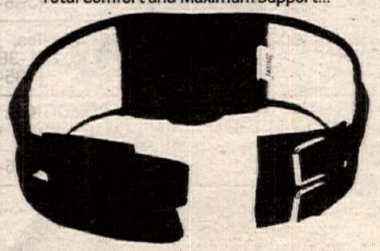

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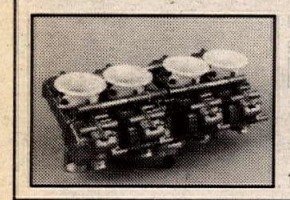

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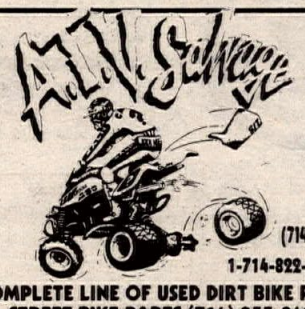


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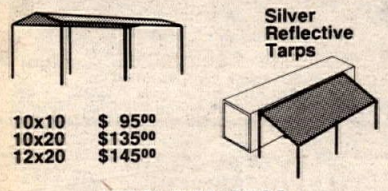

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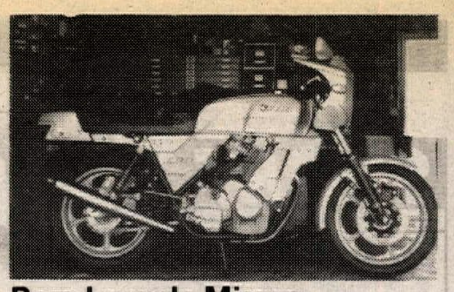

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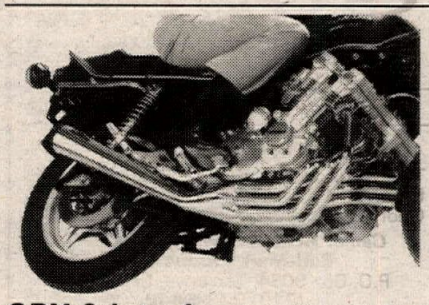

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# RESULTS

## Motocross
## Sunset Ramblers
## Galion, OH
## Aug. 12
## By Dan Miller

80 JR
Trent Heller Yam
David Miller Yam
ScottKuchler Kaw
Scott Ritchie Kaw
Shaun Kuchler Kaw
80 SR
Glenn Delong Kaw
Nile Miller Kaw
Ryan Weaver Kaw
Phillip Yontz Kaw
Craig Clements Yam
125
Mike Hogan Hon
Jeff Ling Hon
Chad Goodwin Hon
Jeff Adams Kaw
250
Steve Wallrabenstein Kaw
Ted Persinger Yam
Mike Cain Yam
Colin Lowery Hon
Brett Remesik Hon
OPEN
Matt Kelley Yam
Tim Kichler Hon
Cliff Beal Kaw
Ronald Rice Hon
SR
Ted Persinger Yam
Mike Jones Suz
Rick Cain Hon
Jim Adams Yam
Roy Persinger Yam
200 EXTRA
Richard Levingston Hon
Mark Carver Hon
Dean Levingston Hon
Bobby Eldridge Suz
MINI EXTRA
Russy Young Hon
Justin Kelly Hon
250 EXTRA
Tim Rutherford Hon
Kevin Chaffin Yam
Scott Heckert Hon
Arlie Borders Hon
Bruce Cox Hon
OPEN EXTRA
Corey Orewiller Yam
Douglas Hoge Suz
Chris Palme Yam
Larry McKirahan Suz
Ron Danhoff

## Motocross
## NESC
## Middleboro, MA
## Aug. 12

125 EX
Tim Lemire Kaw
Scott Carter Suz
TonyLorusso Yam
Gary Lussier Suz
David Fantini Suz
200+ EX
Scott Carter Suz
Jim Boschen Kaw
Pat Murphy Kaw
Joe Mikalson Yam
Jim Meenan Suz
125 AM
Brian Austin Suz
Eric Soucy Kaw
Keith Goyette Yam
Brett Nichols Suz
Ken Lyons Hon
200 AM
Bert Drouin Hon
Doug Pitts Kaw
Karl Backlund Yam
Charles Randall Suz
Kevin Lobisser Suz
250+ AM
Keith Goyette Yam
Rory Eastman Yam
Paul Czarnota Kaw
Marc Paulhus Suz
Brian Webster Hon
85 BEG
Richard Rogers Yam
Gary Collette Suz
Ben Asaff Suz
Adrian Colon Kaw
Paul Ladakakos Suz
85 JR
Ryan Amiro Suz
Gerry Lashway Kaw
Chris Fiandaca Suz
David Souza Kaw
Clinty Rooney Hon
85 SR
Ryan Kaichen Kaw
Cindy Cole Suz
Ed Lyons Suz
Adam Dupont Suz
Larry Lashway Kaw
125 YTH BEG
Graham Rogers Hon
Tom Giles Suz
Marcus Moir Yam
Brian Page Kaw
Brian Holloway Yam
125 YTH JR
Mike Wilcox Hon
Roman Garbacik Hon
Ted Serpo Kaw
Kevin Harrington Suz
125 YTH SR
Brett Nichols Suz
John Barone Jr. Hon
Adam Dupont Suz
Brian Gingras Kaw
Jeff Debelis Suz
VT 30-34
Jim Meenan Suz
Don Grahn Suz
Joe Mikalson Yam
Richard Crooker KTM
J.B. Hopkins Suz
SR VET 35-39
David Clemence Hon
Ron Vincent Yam
Ed Longacre Yam
Gary Mikalson Yam
Frank Lajeunese KTM
40+ VET
Frank Lajeunese KTM
John Barone Sr. Hon
Don Lachapelle Yam
VET INT
J.B. Hoopkins Suz
Ron Vincent Yam
Eric Myers Hon
Jack Weaver Yam
Jim Pare Hon
125 NOV A
Reggier Columbe Kaw
Marty Gaffney Suz
Ken Cloutier Kaw
Steve Berube Hon
Brady Albert Hon
250 NOV A
Lee York Hon
Jon Costanzo Suz
Mike Ouellette Suz
Grant Schaffner Hon
Eric Gonsalves Yam
OPEN NOV A
Jon Costanzo Suz
Rich Frank Hon
David Puffer Suz
Scot Ferguson Suz
Ron Dame Hon

## Motocross
## Mosier Valley MX Pk.
## Euless, TX
## Aug. 17
## By Renee Cordray

250 NOV
Russ Schooley Kaw
Dwayne Copeland Suz
Larry Brickman Kaw
Doug Haas Hon
Sprint Haynes Yam
OPEN NOV
Norman Reed Kaw
60
Aaron Selden Kaw
Joe McIntyre Kaw
Keith Fletcher Kaw
Shawn Smith Kaw
Bear Spencer Kaw
OVER 30
Steve McCombs Yam
Hazen Smith Hon
Jeff Haney Hon
Chris Blackman Kaw
Randall Kyle Hon
OVER 30 EX
Mark Lamb Hon
Billy Smith Hon
Chuck Tresidder Kaw
50
Ryan Rhoades Yam
Dusty Fountain Yam
Frankie Berber Yam
Jimmy Everett Yam
Travis Cox Yam
80 BEG
Justin Stevens Kaw
Matt Pool Kaw
Chris Cadieux Yam
William Hitchcock Suz
Jason Eckhoff Kaw
80 NOV
Chris Daubitz Kaw
Jeff Smith Kaw
Michael Boliver Kaw
Jason Narramore Kaw
Kris Neubauer Suz
OVER 25
Norman Reed Kaw
Phil Husband Yam
Randy Timms Kaw
Vernon Patterson Yam
Danny Lurye Hon
125 BEG
Jason Reynolds Kaw
Brad Corder Kaw
Shane Searfoss Kaw
Troy Brandt Yam
Eric Neubauer Kaw
125 NOV
Joey Pratt Suz
Matt Feil Hon
Jason Gibbs Kaw
Michael Kincaid Suz
Jerry Hill Jr. Suz
250 BEG
Kyle Lewis Yam
Erwin Schulz Yam
Matt Saba Yam
Marty Ishmael Kaw
Kevin Lowrimore Kaw
80 OPEN
Charley Bogard Kaw
Chris Daubitz Kaw
Michael Boliver Kaw
Jeff Smith Kaw
Keith Fletcher Kaw
COMB INT
Troy Smith Hon
Shane Edwards Suz
Strip Smith Hon
Doug Gill Hon
Lance Sewell Hon
COMB EX
Clay Hoenshell Suz
Jason Edwards Kaw
Jason Langford Yam
Terry Tinney Kaw
Kent Elliff Kaw

## Motocross
## Waids Windy Hill MX
## Ferrum, VA
## Aug. 18
## By Caryl Pigg

125 C/125 B
T. Bruce Kaw
J. Womack Kaw
D. Waid Yam
D. Spangler Suz
J. Budjinski Kaw
250 C
K. Short Hon
T. Jennings Suz
L. Seabolt Hon
C. Hodges Hon
R. Ashcroft Suz
25+
S. Mitchell Kaw
J. Hill Kaw
J. McCloy Hon
SR 40+
D. Clark Kaw
SR 30+
G. Pieper Hon
R. Wendelken Hon
D. Bell Hon
G. Morris Yam
A. Kocotas Hon
JR MAIN
Shelor Hon
M. Ford Kaw
SR MINI
S. Schultz Kaw
B. Stilley Suz
M. Scarno Suz
I. Fortune Hon
50
T. West Yam
J. Hensel Yam
I. Wood Yam
J. Mikola Yam
60
A. Bruce Kaw
J. Wood Kaw
M. Ford Kaw
T. West Kaw
125 A
J. Frazier Hon
S. Barnett Yam
B. Livengood Hon
250 A
S. Mitchell Hon
J. Chiasson Yam
J. Hill Kaw
OPEN A
B. Batterson Yam
A.C. Bruce Hon
A. Kocotas Hon

## Motocross/TT
## Warrior Raceway
## Warrior, AL
## Aug. 19
## By Gary Ross

JR MINI
Scott Pinson Suz
Jeremy Ballenger Kaw
Darrell Martin Yam
SR MINI
Scott Pinson Suz
Steve Parrish Kaw
Todd Beasley Suz
Steve Milton Kaw
Brad Funderburk Hon
125 B
Joey Siragusa Yam
Scott Stephens Kaw
Jeremy Hartsfield Kaw
Chris Boyd Yam
125 C
Ernie Whitehead Kaw
Kenny Bevis Hon
Hunter Carlisle Kaw
David Reed Hon
Frank Spann Kaw
250 A
Darryl Ahonen Kaw
250 B
Doug Hall Kaw
Scott Jewell Yam
250 C
Jeff Reynolds Kaw
Gary Reed Suz
Bart Harkins Suz
Mike Daily Hon
Eric Leeton Kaw
2 YR & OLDER
Scott Stephens Kaw
Jeff Reynolds Kaw
Mike Henn Suz
Chris Goodwin Kaw
Ken Couch Kaw
SR MEN
Ken Couch Kaw
John Minor Suz
Charlie Hunnicutt Hon
Eric Leeton Kaw
Marvin Parrish Kaw
MX MONEY RUN
Darryl Ahonen Kaw
Joey Siragusa Yam
Scott Jewell Yam
Doug Hall Kaw
Bart Harkins Hon
250 MX
Billy Salter Hon
Jason Welch Hon
Kevin Cotter Hon
250 TT
Rachael Foster Yam
Russell Ashworth Hon
Mark Williams Hon
Kevin Cotter Hon
PRO TT
Shannon Aaron Suz
Josh Foster Yam
Alan Adercrombie Yam
Scottie Curry Yam
Jay Damato Suz
TT MONEY RUN
Shannon Aaron Suz
Josh Foster Yam
Alan Abercrombie Yam
Russel Ashworth Hon
Richard Bailey Hon

## Motocross
## Pro Sport MX
## Wythville, VA
## Aug. 19
## By Caryl Pigg

SR +30 A
David Bell Hon
Greg Pieper Hon
Jim Nagle Hon
Rick Wendelken Hon
A.C. Bruce Hon
SR +30 B
Phillip Doyle Hon
Dale Mowbray Yam
SR +40
Mike LoPicolo Hon
Warren Glass Yam
Ken Jordon Hon
Jim Rice Hon
Robert Nowarth Hon
NON-CURRENT 125
Shawn Schultz Kaw
Doug Neighbors Hon
James Asbury Yam
Jackie Hodge Yam
NON-CURRENT 250/OPEN
Jerry Robertson Hon
Michael Elkins Hon
David Whitson Hon
Jeffrey Slate Hon
Mark McCloy Hon
ENDR
Chad Mullins Yam
Raymond Slate Suz
Karl Johnston KTM
Geffery Lawson KDX
Ralph Ashcraft Suz
TR
Mark Kirk Kaw
Donald Crisp Hon
Thomas Hodock Kaw
Phillip Wolfe Kaw
Clinton Mumsey Hon
250 C
Johnny Cox Suz
Brad Clark Kaw
Ricky Franklin
Kenny Short Hon
Richard Welks Hon
OPEN A
Bob Gerken Hon
Brian Batterson Yam
A.C. Bruce Hon
Alan Kocotas Hon
Jim Nagle Hon
125 A
Kevin Walker Yam
Billy Cox Suz
Shane Templeton Suz
Billy Martin Hon
Jamie Frazier Hon
250 A
Billy Cox Suz
Kevin Walker Yam
Dewain Miller Kaw
Bob Gerken Hon
Chad Laugh Hon
125 C
Johnny Cox Suz
Nathan Ramsey Suz
Greg Pittman Suz
Brad Clark Kaw
Christopher Morgan Hon
125 B
James Womack Kaw
Brent Ramsey Suz
Tony Smith Hon
Randy Jordon Hon
David Norman Suz
250 B
Brent Ramsey Suz
Edward Santuk Hon
James Hayes Hon
Chris Denby Suz
Mark Kirk Kaw
OPEN B
Chris Shortridge Hon
David Whitson Hon
Phillip Doyle Hon
John French Hon
Barry Harvey Hon
50
Max Glass Yam
Isha Wood Yam
Travis West Yam
Jimmy Hensel Yam
Justin Mikola Yam
60
Ashley Bruce Kaw
Josh Wood Kaw
Max Glass Kaw
Michael Ford Kaw
Travis West Kaw
JR MINI
Stacey Layne Kaw
Spencer Hite Suz
Ashley Bruce Suz
Steven Lofferty Hon
Michael Ford Kaw
SR MINI
Robbie Felts Suz
Shawn Schultz Kaw
Ben Stilley Suz
Ian Fortune Hon
James Smallwood Suz
25+ A
Billy Martin Hon
Sonny Mitchell Kaw
Allen Painter Hon
Robbie Wakefield Hon
Allen Darden Hon
25+ B
Ricky Joyce Suz
Edward Santuck Hon
Ricky Franklin Hon
Todd Hombt Suz
Steven Litz Suz

## Motocross
## Fossil Bowl
## Clarkia, ID
## Aug. 12
## By Butch Pharness

JR MINI
Derrick Driggs Kaw
Billy Brebner Hon
Dustin Pharness Kaw
Johnathan Taylor Kaw
80 BEG
Johnathan Klassen Kaw
Jeremy Brebner Kaw
Jimmy Spooner Hon
Josh Buell Kaw
80 JR
Derek Winzel Kaw
105
Derek Winzel Kaw
Scott Herrmann Kaw
OPEN JR
Rick Bunch Hon
Doug Evans Hon
OT
Bruce Deming Hon
Bob Kellans Hon
Dolan Schmidt Yam
Gren Edmunds Hon
250 JR
Kevin Clark Hon
Frank Best Yam
Wayne Jecinch Yam

## Half Mile
## I-96 Speedway
## Lake Odessa, MI
## Aug. 18
## By G. Dibenedetto

0-50
Brett Pankey Yam
Trevor Holloway Yam
Rocky Hitchcock Suz
Billy Humphries Yam
Justin Humphries Yam
0-65
Brandon Rose Kaw
Scott Sargent Kaw
Frankie Hitchcock Kaw
Mike Forro Kaw
Brett Pankey Kaw
0-85
Bryan Bigelow Kaw
Jeffery Randloph Kaw
Json Sentell Kaw
Don Ruthledge Kaw
Brandon Rose Kaw
501-OPEN
Dave Kolenda Rtx
John lowe H-D
Rob Williams Hon
Don Bannerman Mat
Keith Hawley Hon
201-250
Ryan Brown Yam
Doc Draaisma Suz
David Pudney Hon
Charles Kincaid Yam
William McCormick Yam
251-400
Nelson Pearson Yam
Daniel Diener Bul
Scott Nickerson Hon
Danny Smith Bul
Thomas Harper Bul
401-500 A
Rodney Mashue Hon
Douglas Oboyle
Rick Gunby H-D
Tim Lowe H-D
Eric Oboyle
401-500 B
Tim Babka Yam
Donald Dawe Hon
Jim Bauerle Hon
Mike Dickerson Hon
Brian Borgman Yam
SR (30-39)
Dave Kolenda Rtx
Glen Neate Hon
Mike Babka Yam
Mark Davidson H-D
Mike Dickerson Hon
S/SR 40+
Tim Hazen H-D
Rick Gunby H-D
Don Bannerman Mat
Robert Watson Hon
Ted Vandersys Hon
0-65 SDCAR
Dean Howard/
James Teddy Yam
651-OPEN SDCAR
Doug Foust/
Dennis Foust Yam
David Scofield/
Mark Fryer Yam
Robert Fryer/
James Hurst Hon
DTX 250
Doc Draaisma Suz
David Pudney Hon
Charles Kincaid Yam
William McCormick Yam
Mark Hitchcock Suz
DTX 500
Bradley Walker Hon
Terry Bauman Kaw

## Motocross
## Fossil Bowl
## Clarkia, ID
## Aug. 19
## By Butch Pharness

AUTO
Jason Reid Yam
Kelly Stefanski Yam
Will Diyori Suz
JR MINI
Jimmy LaMastus Kaw
Derrick Driggs Kaw
Dustin Pharness Kaw
BIlly Brebner Hon
Johnathon Taylor Kaw
60 BEG
Jeremy Brebner Kaw
Jimmy Spooner Hon
Josh Buell Kaw
Steve Myers Suz
80 JR
Jimmy LaMastus Kaw
Derek Winzel Kaw
105
Jimmy LaMastus Kaw
Derek Winzel Kaw
Scott Herrmann Kaw
125 JR
Cody Wilks Yam
Troy Romero Suz
125 INT
Eric Christiansen Yam
Scott Johnson Kaw
250 JR
Keith Johnson Kaw
Frank Best Yam
Joel Doupe Kaw
Randy Whelchel Hon
Jason Stippach Yam
250 INT
Steve Swanson Kaw
OPEN PRO
Ken Peterson Hon
OT
Kip Varner Kaw
Mike LaMastus Hon
John Cicchetti Yam
Bob Kellams Hon
Larry McKenzie KTM

## Motocross
## Beaver Valley Rcwy
## Hookstown, PA
## Aug. 19

P/W
Calvin Kent Yam
Ryan Holliday Itj
65
Steve Moscufo Kaw
Tony Gisnondi Kaw
John Machuta Kaw
85 JR
Mike Barto Suz
85 SR
Heikki Yeager Suz
Steve Loveday Hon
85 INT
Joshua Sweat Kaw
Geoffrey Handi Suz
R. Chad Sanner Kaw
Chad Oppy Suz
S/MINI
Joshua Sweat Kaw
Heikki Yeager Suz
125 SCHBY
Robert Stock Suz
Jeff Decker Suz
125 A
Shane Lawson Hon
Mark Neiderhiser Hon
125 B
Sean Hogan Kaw
John Walker Hon
Robert Stock Suz
Jeff Decker Suz
VET A
David Bachman Hon
Jeffrey Provance Suz
125 C
Jon Bodner Kaw
Steve Ciallella Suz
Chris Sokol Yam
Scott Sokol Suz
Ron Arthurs Yam
250 A
Mark Neiderhiser Hon
Mark Garrison Hon
OPEN A
Chris Durham Hon
OPEN B
Shane Peck
Ron Tautkus Jr. Hon
OPEN C
Chris Fragale Hon
Tim Hood Hon
250 B
Eric Tautkus Hon
Thomas Mershimer Yam
Sean Hogan Kaw
John Gallagher Suz
250 C D-1
Samuel Godich Kaw
Jeffrey Pompe Hon
Jay Richardson Hon
Michael Fleeson Hon
Robert Thompson Hon
Robert Zovack Hon
250 C D-2
Dale Slabaugh Kaw
Jason Straight Hon
Keith Wisbar Hon
Ralph Hysong Jr. Hon
Chris Carey Suz
PLUS 25
Bink Gross Suz
Raymond Niebel Suz
VINT
Charles Huegel Rok
VET B
Edward Nichoces Jr. Hon
Dean Aven Hon
David Kaufman Yam
SR
James Danner Sr. Kaw

## Motocross
## OTHG Summer Series
## Little Okie Cycle Pk.
## Madera, CA
## Aug. 17
## By Bob Clark

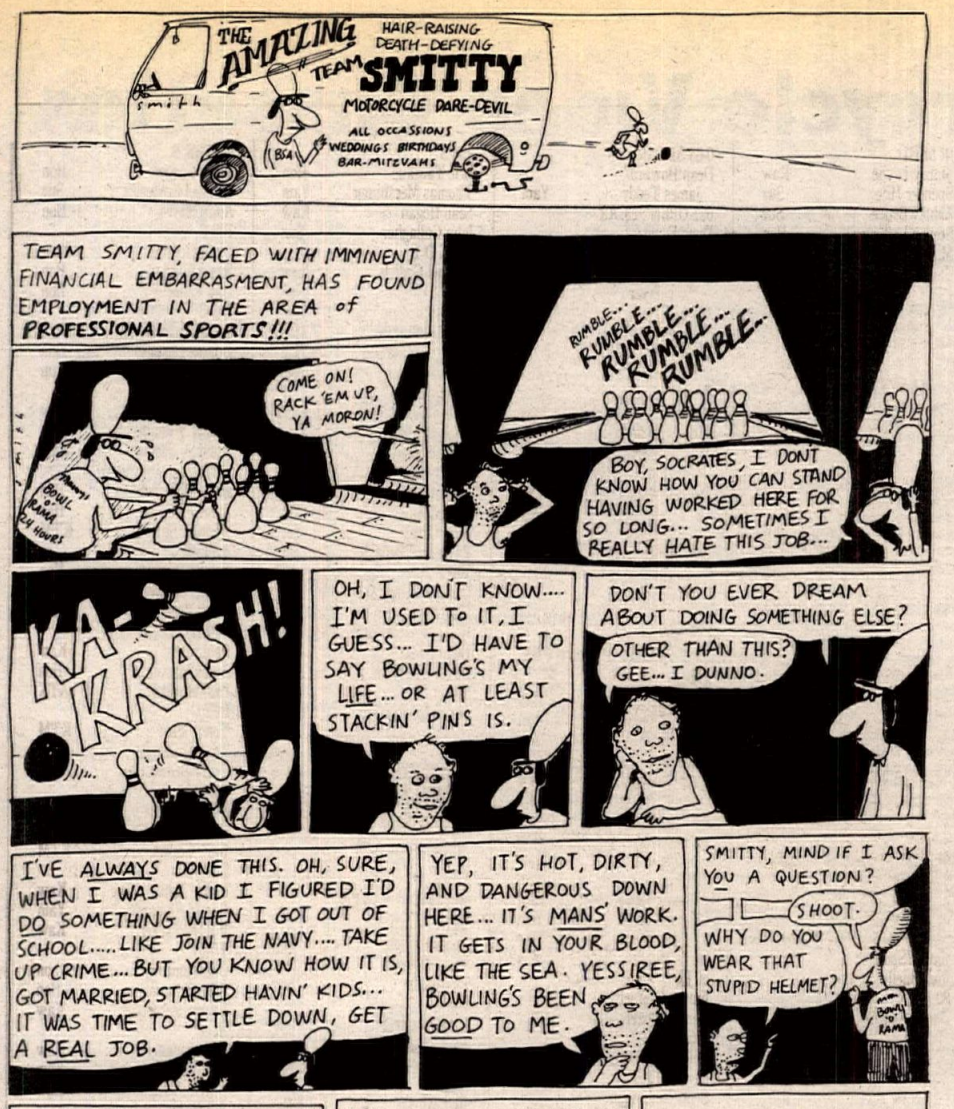
BEG
Bob Vaughan Hon
Vicki Vaughn Suz
John Barry Hon
NOV
Greg Austin Yam
John Pfeifer Hon
Geo Andreason Suz
INT
Richard Torres Kaw
Phil Mascorro Hon
EX
Terry Huffer Suz
Bob Clark Yam

## Enduro
## Breezy Hill
## Enduro Club
## Breezy Hill, LA
## Aug. 21
## By Bernie Malone

O/A
George Waller, Jr. Suz
AA
George Waller Jr. Suz
Kelly Crenshaw Yam
Tommy Cousins Suz
200 A
Johnny Kemp Kaw
Phil Williams Kaw
John Massey Kaw
250 A
Matt Rayburn Hon
Martin Upton Yam
Moe Upton Kaw
OPEN A
Gary Cook KTM
Ronald Walters KTM
Terry Bainbridge Hus
SR A
Jimmy Mae Suz
Stephen Pierce Suz
Richard Waller Hon
S/SR A
Gene Kyson KTM
Don Knight Hon
Terry Webb KTM
OPEN A INT
Greg Peterson Kaw
John Wade Yam
Kevin Campbellj KTM
4-STRK A
Larry Arrington Hon
Brian Berthelot Hon
125 B
Steven Reed Kaw
David Vines Hon
James Barrett Kaw
200 B
Kelly Christ Kaw
Michael Thiele Kaw
Russell Diemuke Kaw
200 INT B
Larry Decker Kaw
Larry White Kaw
Edwin Perry Hon
250 B
Jeff Vallot Hon
Benny Richards Hon
Troy Sweaney Hon
OPEN B
Steven Evans KTM
James Elkins KTM
Ray Bearden Yam
OPEN INT B
Fred Pittman Yam
Al Turner Yam
Paul Cost Jr. KTM
SR B
Ernest Lynch Yam
Tommy Lane Kaw
Ron Pruitt Kaw
S/SR B
Ron Doctor Kaw
Neal Cooper Hon
George Hoffer Kaw
4-STRK B
Keith Cooper Hon
Michael Frederick Suz
Andy Hayes Hon
100 C
Chris Golmon Kaw
Susie Allen Hon
Dan Vallot Hon
125 C
David Turner Yam
Donnie Desadier Yam
Kevin Corum Yam
200 C
Robin Dubose Kaw
Danny Williams Kaw
Thomas Cooper Kaw
250 C
Kenny Chisholm Hon
Steve Pair Hon
Thomas Murray KTM
4-STRK C
Ronnie Popham Hon
Daniel Benoy Hon
Keith Pope Hon
OPEN C
Paul Jones Kaw
Amos Martin Jr. Hon
Paul Monia Jr. ATK
INT C
Terry West KTM
Tony Orihuela KTM
Terry Brown Hon
SR C
John Boone Kaw
Russell King Kaw
Gary Corum KTM
S/SR C
Dickie Hual Kaw
Gerald Richards Yam
Whitey Parker Kaw
WMN
Carol Jones hon
Alice Benoya Hon
Sherry Robertson Kaw
JR
Jeff Altman Kaw
Brad Lane Kaw
Nathan Knight Kaw
A TEAM
Birmingham T&T
B TEAM
Louisiana Trailriders
C TEAM
Texarkana Dirt Riders

## Motocross
## I-40 Moto-X
## Lenior City, TN
## Aug. 25
## By Jennifer Vinson

50
Dusty Tindell Yam
Justin McElroy Hon
Jason Bault Yam
Ricky Irwin Hon
Dereck Blair Hon
60
Byron Robinette Kaw
Scott Blair Hon
Camden Guyton Kaw
Damian Headrick Kaw
80 JR
Matt Harrison Kaw
Jon Boruff Suz
Jason Welshan Kaw
Camden Guyton Kaw
Byron Robinette kaw
80 SR MINI
Jamie Harrison Kaw
Chris Bault Suz
John Yoakum Suz
Chris Guinn Yam
Chad Tindell Suz
OPEN PRO
Mike Padgett Yam
Marty Dyke KTM
125 B
Stevy Hyatt Yam
125 C
Rodney Gardner Yam
Jamie Harrison Kaw
Clint Pilgrim Hon
Osborn Morgan Yam
James McGinnis Hon
250 B
Grady Jones Hus
Henry Weir Yam
Tim Swafford Hon
Randal Garrett Hon
250 C
Lonnie Abbott Suz
Joey Halll Hon
Greg Bergen Hon
Jayson Swanson Hon
OPEN
Jeff Byrd Yam
Bob Shannon Kaw
Kevin Phillips Suz
ENDR
Jim Sharp Hon
Robin Giles Kaw
Scott Johnson Yam
Jimmy Eubanks Hus
Richard Guyton Kaw
210+
Gary Reynolds Kaw
Jeff Sherrod Yam
Larry Baker Yam
Mark Moore Hon
Gary Waldroup Yam
25+
Joey Hall Hon
Craig Greer Kaw
Greg Leach Kaw
Richard McCarty Yam
Brian Leach Kaw




# RESULTS

30+
Ron Nelson Hon
Lonnie Abbott Suz
Jeff Sherrod Yam
U/L AM
Ron Nelson Hon
Grady Jones Hus
Bill Lemons Kaw
Jeff Byrd Yam
Clint Pilgrim Hon

**Motocross**
**Mosier Valley MX**
**Euless, TX**
**Aug. 24**
**By Renee Cordray**

250 NOV
Sprint Haynes Yam
Dwayne Copeland Suz
Doug Haas Hon
Bryan Cook Kaw
Kenny Long Suz
OPEN NOV
Norman Reed Kaw
60
Aaron Selden Kaw
Keith Fletcher Kaw
Bear Spencer Kaw
Jeremy Kirkland Kaw
Jason Eckhoff Hon
OVER 30
Steve McCombs Yam
Jerry Hill Suz
Chris Blackman Kaw
Curry Herrin Yam
Hazen Smith Hon
50
Dusty Fountain Yam
Ryan Rhoades Yam
Frankie Berber Yam
Jeremy Herrin Yam
Chad Kirkland Yam
80 BEG
Justin Stevens Kaw
William Hitchcock Suz
Chris Cadieux Yam
Matt Grant Hon
Jason Cook Kaw
80 NOV
Chris Daubitz Kaw
Jason Narramore Kaw
Charley Bogard Kaw
Michael Boliver Kaw
Jeff Smith Kaw
125 BEG
Troy Brandt Yam
Chad Pitts Kaw
Rusty Allen Kaw
Craig Trotter Yam
Clint Tredway Suz
125 NOV
Joey Pratt Suz
Jason Herrington Suz
Russ Schooley Kaw
Robby Copple Kaw
Chuck Carlin Hon
250 BEG
Matt Saba Yam
Kevin Lowrimore Kaw
Marty Ishmael Kaw
T.J. Patel Kaw
Erwin Schulz Yam
80 OPEN
Charley Bogard Kaw
Chris Daubitz Kaw
Michael Boliver Kaw
OVER 25
Norman Reed Kaw
Jerry Hill Suz
Phil husband Yam
James Trammell Hon
Chuck Carlin Hon
COMB INT
Troy Smith Hon
Brian Carlson Kaw
Shane Edwards Suz
Lance Sewell Hon
COMB EX
Clay Hoenshell Suz
Dennis Hawthorne Kaw
Jason Upshaw Hon
Jason Langford Yam
Ken Elliff Kaw

**Motocross**
**Glass City M.C.**
**Delta, OH**
**Aug. 24**
**By Jim Patchen**

50 AUTO
Josh Woods Yam
Ryan Abrigo Yam
Cory McDermitt Yam
Cory Mastin Yam
Matt Mercer Yam
65
Chris Considine Kaw
Randy Valade Kaw
Josh Long Kaw
Mike Mercer Kaw
Mike Samberg Kaw
85 JR 7-11
Chris Considine Kaw
Randy Valade Suz
Mike Mercer Suz
Charles Capazo Kaw
Mike Samberg Kaw
85 SR 12-15
Justin Blake Kaw
Todd Hart Kaw
Jason Fountain Kaw
Travis Peterson Kaw
Curtis McConnell Kaw
85 C
Pat Larkin Kaw
Jeff Carlson Hon
Corey Skaff Kaw
Brandy Rily Kaw
Matt Nicken Hon
125 12-15
Richard Shearing Hon
Howard DuRussell Yam
Justin Blake Kaw
Jade Lipinski Suz
Scott Patchen Hon
30+
Howard DuRussell Yam
Kevin Peterson Hon
Steven Bates Yam
Rick Dexter Yam
Robert Sutter Suz
40+
Keith Collard Yam
50+
Charles McConnell Kaw
Charles Ramsey Kaw
125 A
Steve Robinson Kaw
Jim Schroeder Yam
Jim Almroth Hon
125 B
Corey Dolinar Hon
Steve Borck Hon
William Lowe Kaw
Greg Simpson Hon
Steve Collins Hon
250 A
John Krotzer Hon
Jason Evans Hon
250 B
Jerry McCalib Hon
25+
David Mack Kaw
Willard Carroll Hon
Brett Rhonehouse Kaw
125 C
Chad Goodwin Hon
Jeff Adams Yam
Gary Wamer Hon
Greg Sutter Kaw
Scott Kistner Hon
250 C
Todd Goetz Kaw
Tim Hancock Hon
Reese Martin Suz
Michael Brekke Hon
Brent Goetz Kaw

**Send results of races ASAP after the event to: Results, *Cycle News*, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten or printed legibly, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.**

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Jeff Ward earns the victory over Bradshaw and Stanton at the high-speed Lake Sugar Tree MX Park; Bayle battles with Cooper for the 125 class win.

**(#153) 1990 Mt. Morris MX Nationals**
Yamaha's Damon Bradshaw settled the score with Jeff Ward when he won the second moto to claim the 250cc National victory at High Point Raceway. Bayle takes 125cc win with come-from-behind rides in both motos.

**(#154) 1990 Buchanan MX Nationals**
Jeff Ward and Guy Cooper prove unstoppable on a hot & humid day at the Red Bud Track 'n' Trail National.

**(#155) 1990 Southwick MX Nationals**
Stanton and Cooper churn out wins on the sandy and physically demanding Southwick track. Stanton reclaims the points lead from Jeff Ward.

**(#156) 1990 Troy MX Nationals**
Jeff Ward wins the battle, Stanton wins the war as the 250cc National Championship is decided at the last round at Kenworthy's GP Club in Troy, Ohio. Bayle trades moto wins with Matiasevich for the day's 125cc honors.

**(#109) Kamikaze! World Mountain Bike Championships**
The greatest mountain bike race in the world takes place each year at Mammoth Mountain Ski Area in the California High Sierra. See footage from the last 5 years from these awesome events: Kamikaze Downhill, Observed Trials, Cross Country, Dual (slalom) Challenge, Hillclimb, and more including lots of crashes. If you like bicycles, this video is for you. 60 minutes from Motovideo.

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**(#312) 1990 Rutherford Supercross.**

**(#313) 1990 Foxborough Supercross.**

**(#314) 1990 Oklahoma Supercross.**

**(#315) 1990 San Jose Supercross.**

**(#316) 1990 Los Angeles Supercross.**

**(#51) Bubba Shobert: Champion**
True life story of one of America's greatest racers. Rare photos, boyhood race films. By Despain Associates. 60 minutes.

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Parker takes the clear win over an unbelievable race in the pack for second between 8 riders. By Despain Associates.

**(#202) 1990 Springfield (Spring) Mile**
Scotty Parker breaks away from a 7-rider battle to score an impressive win. Slow-motion replay of rookie Andie Huff's amazing end-over-end crash. Morehead taps Keith Day at 130 mph, and tangles with Ingram in the last-lap battle for the runner-up spot. By Despain Associates.

**(#203) 1990 Louisville Half-Mile**
Chris Carr shatters the record for 20 laps on the rugged limestone oval. Slow-motion footage of crashes by Atherton and Ingram, and inside the pits as the Camel Pro riders prepare for combat. By Despain Associates.

**(#78) The American Express**
A review of the 1988 FIM World Road Racing 500cc Championships — All 15 races from Japan to Brazil in 60 minutes. Eddie Lawson wins Number One, but Wayne Gardner, Kevin Schwantz and Magee, Wayne Rainey and Randy Mamola made it hard to do. From Motovideo

**(#79) Australian RR GP 1989**
Gardner homes in, Freddie Spencer returns, and all the fastest guys on the fastest bikes in the sport. 60 minutes. From Motovideo

**(#80) Japanese RR Grand Prix 1989**
60 minutes. All the action. Cheaper than tickets and no ships. From Motovideo

**(#81) United States Grand Prix 1989**
From Laguna Seca. Glory for Wayne, near tragedy, plus the fantastic sidecars in action. From Motovideo

**(#9) U.S. Grand Prix 1988**
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. See all the action! "Better than being there!" This is not the NBC version - 6 cameras, more racing action! 60 minutes. By Motovideo.

**(#19) V-Four Victory**
Ride the 850cc works Honda V-four on a 37-mile lap of the Isle of Man. "Awesome!" "Impressive!" Pour a cuppa tea and enjoy the 1983 TT with Joey Dunlop, fastest man on the Island Circuit, and the Ulster, Ireland GP. 50 minutes by Halmar Video.

**(#20) Golden Mountain**
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes by Halmar.

**(#80A) 1990 Japanese RR Grand Prix**
Rainey shows 'em his back in Japan; Schwantz recovers to finish third after crashing behind Gardner. Lawson starts season with crash. By Motovideo.

**(#81A) 1990 USGP Laguna Seca**
Rainey races clear of crash-fest at Laguna. Tremendous battle with Schwantz until turn 11 seals his fate. Excellent 250cc class action with Kocinski, Roth & Zeelenburg. By Motovideo.

**(#82A) 1990 Spanish RR Grand Prix**
Gardner ends drought with win at Jerez in front of 170,000 people. Kocinski wins "best race I ever had" by a whisker over Cadalora. By Motovideo.

**(#83A) 1990 Italian RR Grand Prix**
Team Yamaha Marlboro Roberts dominates the day as Americans Rainey and Kocinski win at Misano. By Motovideo.

**(#84A) 1990 West German RR Grand Prix**
Texan Schwantz walks away from field in first '90 GP win at Nurburgring Circuit. By Motovideo.

**(#85A) 1990 Austrian RR Grand Prix**
Tight action as Schwantz wins at Salzburgring by ½ second over Rainey, and Cadalora leads 5 riders across line within same second. By Motovideo.

**(#86A) 1990 Yugoslavian RR Grand Prix**
Rainey wins in less than ideal conditions as Schwantz & Mackenzie slice through the pack. Seven-rider duel in 250cc class is marred by tragedy as Reinhold Roth is injured in a major pile-up. By Motovideo.

**(#87A) 1990 Dutch RR Grand Prix**
Schwantz tames Rainey for the Texan's 3rd GP win of the season at the 60th Annual Dutch TT at Assen. Lawson & Gardner return to action. Thrilling 250cc action between Kocinski, Cardus, and Cadalora. By Motovideo.

**(#88A) 1990 Belgian RR Grand Prix**
The Marlboro Roberts Yamaha dream team dominates as Rainey and Kocinski win their classes at the rain-soaked Spa-Francorchamps circuit. Mamola crashes after working up to third. By Motovideo.

**(#89A) 1990 French RR Grand Prix**
Schwantz turns up the heat with a spectacular win at LeMans, as Cardner turns in a gritty performance over Rainey for the runner-up spot. Points race in 250cc tightens as Kocinski crashes, Cardus wins over Cadalora. By Motovideo.

**(#94) Isle of Man 1989**
A new King of the Island. Steve Hislop pushes the out-right record to over 121 average speed, six times around the famous 37.7 mile course. See it yourself from all the best locations and the air! 60 minutes. From Motovideo

**(#41) Bike Experience**
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! Guaranteed to entertain everybody! 60 minutes. By Motovideo.

**(#43) TT Tribute**
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT — Classic racing at its best. 69 minutes from Motovideo.

**(#14A) 1990 North American Speedway Final**
See which four riders qualify to go on to the World Individual Speedway Championships. By Raz Video.

**(#23) World Team Cup 1988**
Best speedway riders in the world on the world's best track (Long Beach, CA). 60 minutes by RAZ.

**(#45) U.S. Speedway Nat'l Championship 1988**
All the races in the AMA event at Orange County Fairgrounds plus interviews with riders Lucero, Collins, Ermolenko, et.,al. By RAZ. 60 minutes.

**(#102) Speedway Ice World Championships 1990**
The Budweiser Indoor Speedway Ice Racing Championship in Tucson, AZ in January, this is a good look at the fun, fast, studded tire sport. From RAZ Video.

**(#103) 1989 California State Championship Speedway**
A sell-out crowd in San Bernardino, CA saw it live, now you can enjoy it too, from RAZ Video.

**(#104) Sturgis '89**
The 49th annual Black Hills Classic including dirt track, hillclimbs, drag racing and, of course, bikes & bikers, including Willie G. Davidson and a classic Malcolm Forbes. 57 minutes from Progressive Design.

**(#106) Daytona '90 — "A Ride on the Wild Side"**
The foremost Cycling Event in the World! Ten days of fun in the sun at the fabulous Daytona Beach, FL. See the bikes, races, personalities and much more. Lots of Main Street action. By Progressive Design.

**(#107) Racing America Volume One**
A video almanac of motorcycle racing and touring from across the United States. Includes footage of various competitive and non-competitive events from Daytona, Sturgis, Widowmaker, and more. From Motovideo.

**(#11) Rick Johnson Profile of a Champion**
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy."

**(#13) Riding Motocross — Glover Style!**
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes. By Motovideo.

**(#54) V-Twin Maintenance**
How to keep your Evolution Harley humming and looking new and save hundreds of dollars. Joe Minton hosts. By Tech Tapes.

**(#100) Rick Johnson's "Motovation"**
From John Bradley entertainment. Rick's new 70 minute instructional tape comes complete with a pocket-sized handbook that the motocrosser can carry along and refer to in the field. RJ shows you how to ride better than you think you can. Order now for immediate delivery!

**(#101) V-Twin Wheel Lacing**
Expert wheel lacer Kennie Buchanan demonstrates the craft of wheel spoking, truing, runout correction. Covers American bikes completely, much adaptable to other wire wheels. 67 minutes from Tech Tapes.

**(#108) A Twist of the Wrist**
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clera understanding the art of pavement technique. 107 minutes from Motovideo.

**(#111) "The Matazattack Video - I'm No Chicken!"**
Follow "the Chicken" Jeff Matiasevich, as he shows through his unique style of riding and racing how you can improve your bike handling skills. Great footage of the Chicken from his supercross performances and Mammoth, too. 60 minutes of entertainment from Motovideo.

**(#44) Paris-Dakar 1988**
Like the plot of a Burt Reynolds movie, but it really happened! Triumph and tragedy from Motovideo. 60 minutes.

**(#77) 1989 International 6-Days Enduro**
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